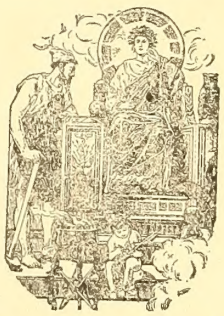
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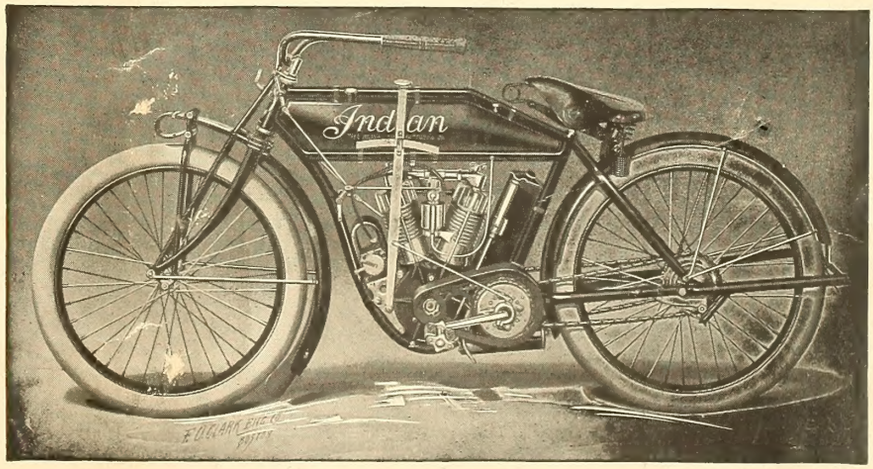
THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Indian

Motocycles always lead on the track, road and hill because they are unequalled in power and efficiency. They lead in the favor of all experienced riders because in the Indian they get superior quality and the full value of their money. They get what they pay for.

Tried Quality and Results



No Experiments At Your Expense

Send for Free Illustrated Catalog and Learn Why

THE HENDEE MANUFACTURING CO., Springfield, Mass.

CHICAGO SAN FRANCISCO LONDON

93849

New York, N. Y., Saturday, September 23d, 1911

In numbers as well as performance United States Tires were the "Stars" of the Western Endurance Contest.

United States Motorcycle Tires not only brought in the winning private owner and two out of three members of the winning trade team, but were used by 14 of the contestants in this memorable 600 mile struggle.

Think this over United States Tires were on twice as many machines as any other single brand. In fact, more contestants rode on United States Tires than on any other two makes combined.

These "tire wise" veterans of the road and track used United States Tires because they knew by experience that they could absolutely depend on G & J and Morgan and Wright tires to stand up under the hardest grind they could possibly put them thru.

It will pay you well in both pleasure and profit to use these tires, that have so unquestionably proven themselves to be

the strongest tires in the world.

UNITED STATES TIRE COMPANY

Broadway at 58th Street
New York

Kokomiles save Kokomoney for the Rider and make Kokomoney for the Dealer!

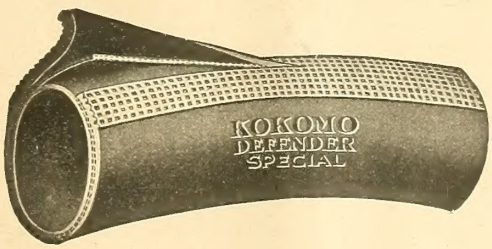
Kokomiles are those myriad miles of satisfactory service that are given by

Kokomo Tires

Again we ask:

"Are you profiting by what we offer you in Kokomo Tires?"

For instance:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

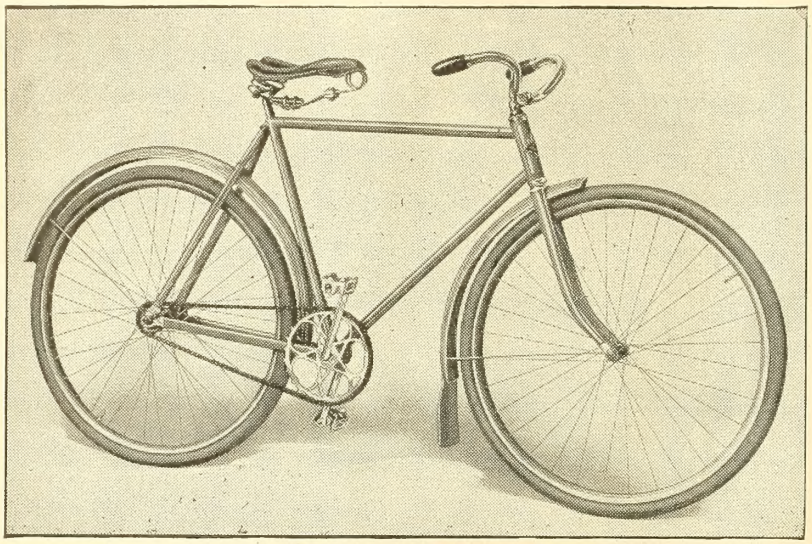
A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

Quality : Service : Price

Attention! The Man Who Makes the Profit!



AVALON

Small Investments : Big Dividends

We are willing to express sample bicycle to any dealer's address, charges paid, and if not the cleanest cut wheel for the money, return at our expense.

WE WANT LIVE DEALERS EVERYWHERE

The Ball-Fintze Company

12 to 20 Canal St. MANUFACTURERS AND JOBBERS Newark, Ohio

The Avalon Blue Streak Single Tube Tire is the Sensation of the Season. Write for particulars.



These tires carry an *Unqualified Season's Guarantee* and absolutely prevent side-slipping.

Pennsylvania VACUUM CUP Bicycle Tires

They exert a *vacuum hold* on wet and slippery pavements. Skidding in any direction is impossible. The triple row of cup-shaped knobs is molded on a tread of regular thickness, which means extra long service. Puncturing is extremely rare.

These tires are so well made and of such fine material that we give an unqualified season's guarantee with each.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company. Sold by Independent Dealers.

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular-priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high-grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

PENNSYLVANIA RUBBER COMPANY

JEANNETTE, PENNSYLVANIA

BRANCHES:

New York, 1700 Broadway
Pittsburgh, 505 Liberty Avenue
Los Angeles, 930 S. Main Street
Minneapolis, 917 First Avenue, S.
Detroit, 247 Jefferson Avenue
Chicago, 1004 Michigan Avenue
San Francisco, 512 Mission Street

FLANDERS MOTORCYCLES

make the opportunity for little men to become big men, and for the big men in motorcycle selling to become bigger than they may ever have thought possible. The Flanders "4" is selling in thousands where the liveliest motorcycle trade heretofore has been in hundreds.

It is altering the whole situation, making motorcycle selling a business of sufficient magnitude for the talents and energies of the ablest.

It was good news that there would be a Flanders motorcycle, bearing the name of Walter E. Flanders. But what stupendous news it was and is that the Flanders motorcycle can be bought for $175, including the magneto. Think what a marvelous multiplication of motorcycle selling it means as the great public awakens.

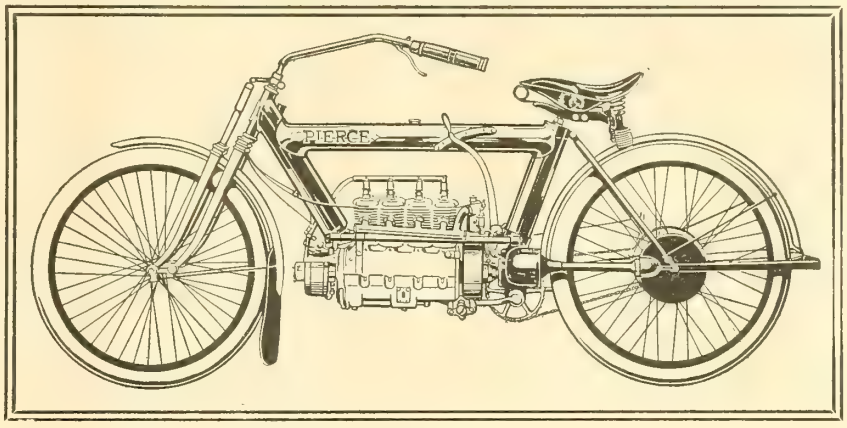
FLANDERS MANUFACTURING COMPANY

Pontiac, Michigan

The Lightning of Success Strikes

THE PIERCE

Four Cylinder Model



Single Cylinder Model

We Have Made Tremendous Strides With Our Motorcycle Product

DURING the past season we have sold machines in almost every community in the United States and in fourteen foreign countries. Very good, but better still, we have been able to satisfy and please practically every agent and every rider. It is everywhere conceded that the Pierce models are the best that were marketed in the United States during 1911.

¶ Next year we shall deliver single cylinder models which will equal the performance of twin cylinder machines and yet maintain the simplicity and reliability of single cylinder construction.

¶ We shall deliver a four cylinder which will be in advance of all other motorcycles—an irreproachable construction.

¶ We are establishing exclusive agencies everywhere. Dealers are handling Pierce motorcycles and bicycles to the exclusion of all else. Are you alive? Get into line.

Dealers! **Ask for: The World's Best Agency Proposition on Motorcycles and Bicycles.**

Now Ready—1912 Advance Catalog "A"

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

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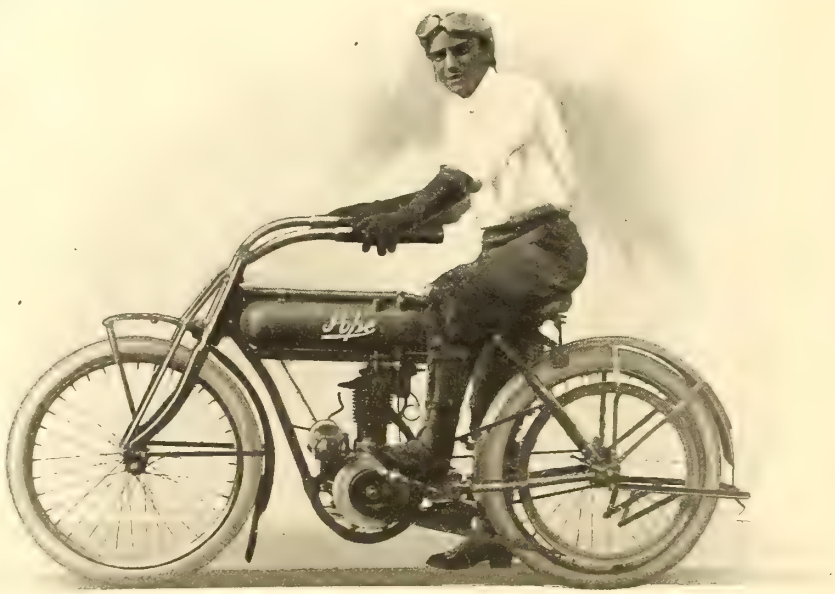
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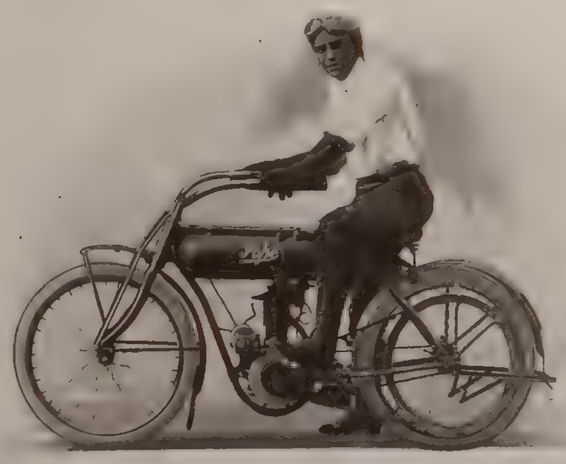
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FISK
BICYCLE
TIRES

An All-round Tire That Cannot be Matched at the Price



FISK PREMIER has close-woven fabric with a thick raised tread. It is a long-wearing tire and well protected against puncture. This type is selected by those who want a medium-price tire for general use.

THE FACT that Fisk Bicycle Tires have been selected as standard equipment by such representative manufacturers of wheels as the Iver Johnson, Pierce, Pope, Yale, Snell and Emblem, proves not only that Fisk Tires are BEST, but that they are held in highest esteem by purchasers. Write for Illustrated Catalog.

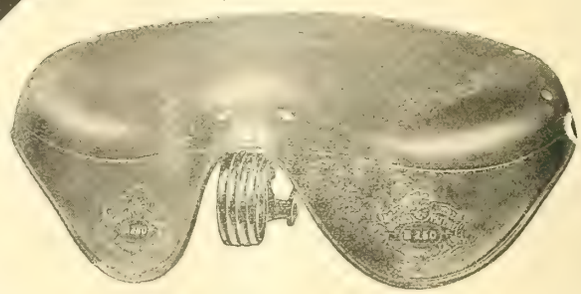
DEALERS: Fisk Tires pave the way to a profitable tire business.

THE FISK RUBBER COMPANY

Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

The BROOKS B250 —a low built seat for Motor Cycles of the non-pedalling type. Plain or padded top.



Be Discriminating—

assure yourself, when you sell a fitment upon which your customers' health and pleasure are dependent, that that fitment is the best.

Remember, there is only one BEST, and that in saddles that's the

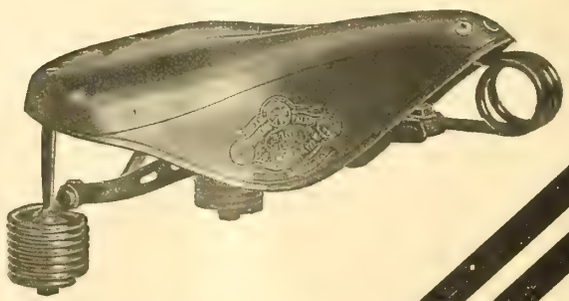
BROOKS

the original and only genuine compound-spring saddle, the only saddle in which that exclusive feature —the BROOKS Compound springs—can be embodied—the only saddle which ensures the riders' perfect ease, and makes the roughest road vibrationless.

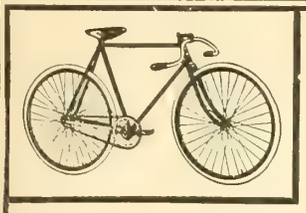
J. B. BROOKS & CO., Ltd.

73 Criterion Works **Birmingham, Eng.**

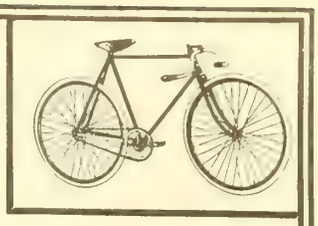
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.,
48 Warren St., New York



The BROOKS B 105—A Motor Cycle Saddle which ensures the maximum amount of comfort. Made in two sizes.



How to Satisfy Your Customers and Make Money

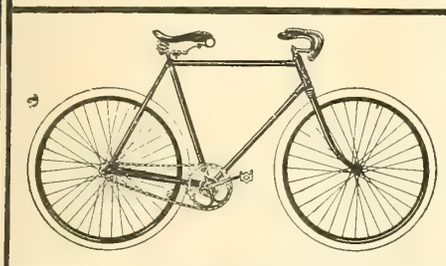


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

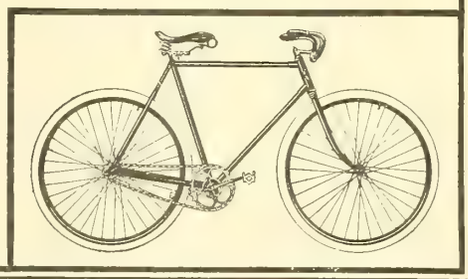


The Consolidated Mfg. Co.

1709 Fernwood Avenue · TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



"Pretty Soft!" Yes, indeed. That's the way they are intended to be. Those big, generous, easy rubber cushions, with deep corrugations are a distinguishing feature of the

No. 3 Standard Motorcycle Pedal

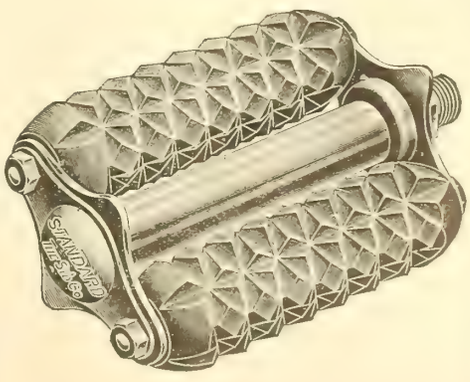
They are velvet to the feet. The pedals sell for $3 per pair.

SEND FOR DESCRIPTIVE CIRCULARS

Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

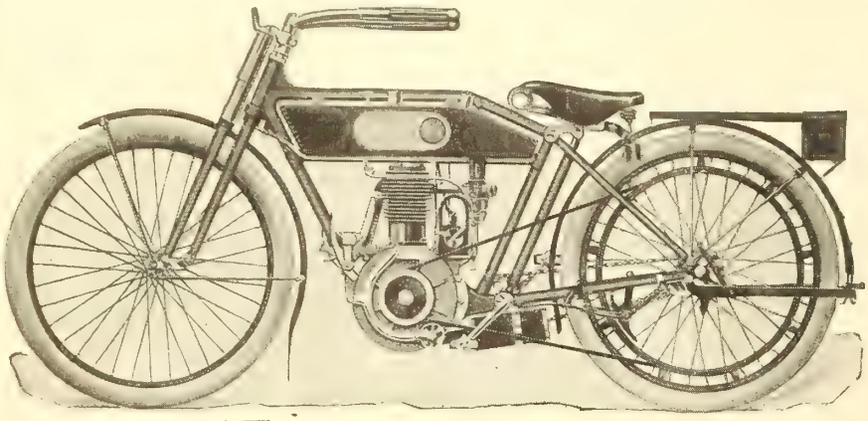
THE STANDARD COMPANY

Torrington, Conn.



The Qualities That Make a Winner

are derived only from correct design, perfect material and skilled workmanship. The very best of them is embodied in



The Reading-Standard

Comfort, Safety and Satisfaction

are assured by our combination of shock absorbing seat post and the most elastic spring fork ever made, adjustable foot rests and low saddle position, double brake system, two distinct oiling systems, perfect balance and steering qualities, ball bearing motor and other exclusive features.

The Highest Quality at the Right Price

WRITE TODAY FOR NEW CATALOG AND OPEN TERRITORY.

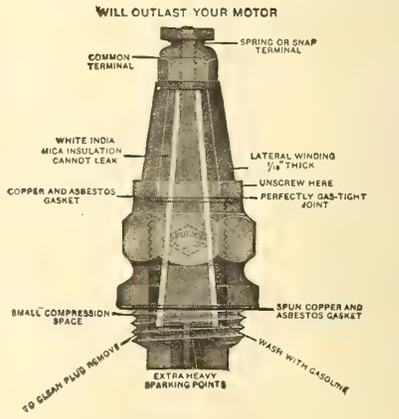
READING STANDARD COMPANY, 310 Water St., Reading, Pa.

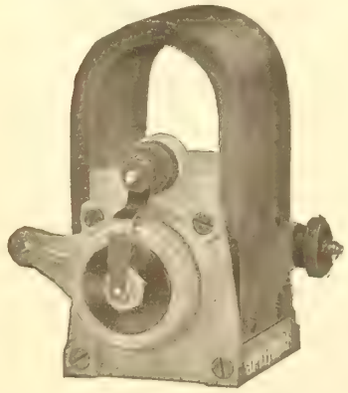
Splitdorf Plugs

Won in the Big Lake District Endurance Run, September 8-9-10.

In that gruelling three-day endurance through mud, sand and water, SPLITDORF Plugs won not only the Individual Prize, but the Team Prize as well.

The same excellence that marks the SPLITDORF Plug is also present in the





Splitdorf Motorcycle Magneto

which is destined to be the exclusive Magneto choice of the wise riders.

One large manufacturer already uses the SPLITDORF Magneto as standard equipment, and he will not be lonely.

We're here to tell you all about SPLITDORF equipment. Ask us.

C. F. SPLITDORF

Branch, 1679 Broadway

Walton Ave. and 138th St., NEW YORK

These Telegrams Tell the Story of the Excelsior Country-wide Winnings!

September 6, 1911.
Excelsior won eight out of nine races at meet held here Labor Day, including a 100 mile race in which stock Excelsior singles finished 1st, 2nd and 4th against a special open port 4 Indian and twin fives: time, 2 hours 1 minute 24⅘ seconds, on a half mile dirt track. And 6 minutes 5⅕ seconds for five mile time for 30-50 class. All sold out and have sold all that are coming. Rush shipments of twins and singles.
PIPER & TAFT,
Seattle, Wash.

September 4, 1911.
Balke on Excelsior wins five mile three twenty eight match. Armstrong wins on Excelsior by half lap. Balke barred from invitation. Armstrong on Excelsior loses handle to oil pump and loses by six inches. Balke wins ten mile in seven eleven in a joy ride with the field. Great excitement. Prepare carload machines for shipment.
MEAD AUTO-CYCLE CO.,
1376 Broadway, Denver, Colo.

September 4, 1911.
Entered Excelsior five open races, got four firsts, one second in ten mile handicap. Broke track record, one mile 58⅗.
JOE DE SALVO,
Peoria, Ill.

September 5, 1911.
Excelsior wins stock fifty-five cubic inch event at Poughkeepsie, also gets position against racing twins. Did you ship me twenty-five twins today? Can use fifty at once. Hurry along nineteen twelve type machine. Advertising arrived, must have large shipment more at once.
S. T. KELLOGG,
169 Beechwood Ave., Bridgeport, Conn.

September 6, 1911.
Excelsior twin, ridden by Morchouse, wins Dunlop cup in Manitoba endurance run; only lost eleven points broken saddle spring, loose hind cone, bent pedal. Machine had already been ridden six thousand miles without ever a claim for defect. Started over rough roads, went through miles of deep sand, ended in blind bursts.
CONSOLIDATED BICYCLE & MOTOR CO.,
185 Notre Dame East, Winnipeg, Man., Can.

EXCELSIOR SUPPLY COMPANY, 2260 Union Avenue, Chicago, Ill.

EDWARDS-CRIST CO., Chicago Agents,
1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

STANLEY T. KELLOGG, Eastern Distributor,
169 Beechwood Ave., Bridgeport, Conn.

W. H. WHITSELL, Pacific Coast Distributor,
628 S. Spring St., Los Angeles, Cal.

MEAD AUTO-CYCLE CO., Western Distributor,
1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

Emblem Breaks World's Record!

At the Columbus (O.) Race Meet, September 17th, George Evans, mounted on a 7 h. p. **Belt Drive Emblem Motorcycle,** won the feature event, a 100 miles free-for-all, covering

100 Miles in 102 Minutes 9 2-5 Seconds **Former Record—105 minutes**

L. S. Taylor, also riding an Emblem, was leading by two miles when he threw a tire and lost 10 minutes; continuing, he finished fourth. In the 10 Miles Free-For-All Belt Machines, L. S. Taylor, 7 h. p. Emblem, first; George Evans, 5 h. p. Emblem, second.

Once Again Emblem Supremacy!

In the 12 Hours' Endurance Run conducted by the New Jersey Motorcycle Club Labor Day, D. A. Nielson, a private owner of Plainfield, N. J., rode the

Single Emblem Entered Won Perfect Score—1000 Points

We have room for some Agents with live, red corpuscles in their veins. If YOU are included in that classification write at once for our 1912 Proposition.

EMBLEM MANUFACTURING COMPANY, Angola, Erie County, N. Y.

Member Motorcycle Manufacturers' Association

World's First Perfect Score Made on Goodyear Motorcycle Tires Proves Their Superior Endurance

The first perfect score ever made by a motorcycle carrying two men in tandem is the latest achievement of Goodyear Motorcycle Tires, proving our claims for superior endurance.

In the recent reliability run of the Los Angeles Motorcycle Club—one of the severest tests to which tires could possibly be put—these premier motorcycle tires ridden tandem by Erwin Knapp and Sam Eccleston plowed through two hundred miles of sand and gravel and came through first winning the race with a perfect score and almost without a scratch. This, the first perfect score of its kind ever made in the history of motorcycling, was duplicated by two other machines running tandem in the same race and also equipped with Goodyear Motorcycle Tires.

Don't Have Tire Troubles

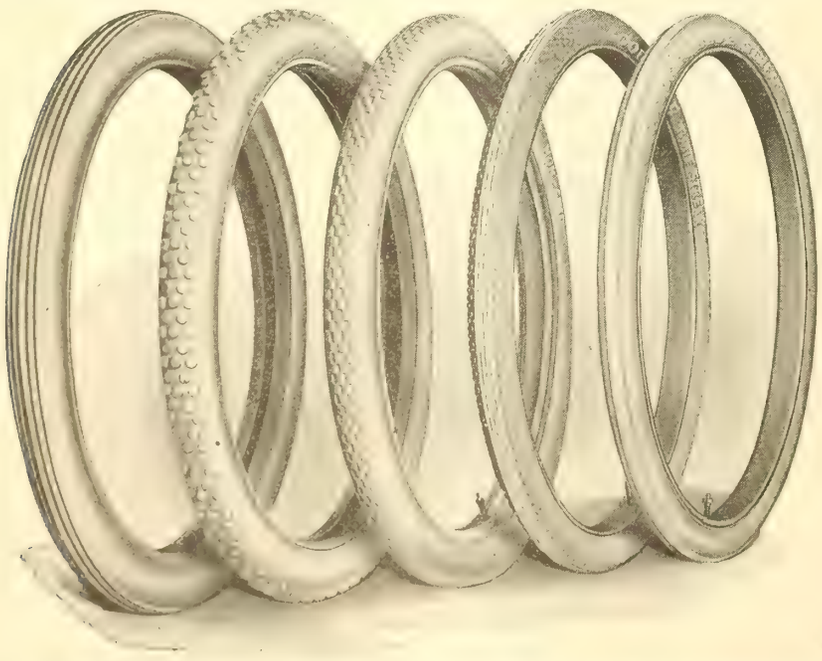
Start right **at first**—start with a Goodyear Tire equipment and know what it means to realize to the veriest limit the enormous possibilities of pleasure and profit pent up in your motorcycle. Goodyear Motorcycle Tires **let all that pleasure and profit out.**

GOODYEAR
Motorcycle Tires

Trouble-Proof Tires

Goodyear Tires offer you more service—more speed and endurance—more **pleasurable assurance** than any other motorcycle tires manufactured. They are practically trouble proof. Performances **prove** it.

Nor **could** they be otherwise: For the reason that Goodyear Motorcycle Tires are built by the pioneers of the motorcycle tire industry—by the world's greatest and most experienced automobile tire builders and there are five different types, one for each road condition.



Why Speediest and Strongest

Better rubber—tougher fabric—a more perfect compound—thicker treads than found elsewhere—size, larger than most others, and the only successful method of holding the tire on the rim; these are but a few of the pleasing details that ought to invite your serious attention toward these trouble-saving motorcycle tires.

Such tires as these would be worth it if they **cost more** than common tires. But they don't. The only thing extra is the SERVICE.

There is a wealth of facts we haven't given you. But if you have been reading these ads you know how these tires hold all world's professional and amateur records and most every other individual track record and endurance run record as well. And that tells everything, doesn't it?

Ride One of These Five Great Tires

One for Each Road Condition

1. Goodyear Corrugated Tread Tires—For the average give-and-take road.

2. Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3. Goodyear Non-Skid Tires—For use on slippery pavements.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

Just write "Send me 'Tires of Old War Horse'" and mail the card tonight to

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio
Branches and Agencies in 103 of the Principal Cities
We Make All Sorts of Rubber Tires (410)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, September 23, 1911, No. 1

A. B. COFFMAN VERY ENTHUSIASTIC

Yale Sales-Manager, on Southern Trip, Gives Characteristic Interview With Promise of Good Things to Come.

A. B. Coffman, vice-president and sales manager of the Consolidated Manufacturing Co., has been visiting the trade in the South and while in Savannah, Ga., was "caught" by a representative of The Bicycling World and Motorcycle Review and asked for an interview on trade conditions and prospects for 1912. Mr. Coffman says:

"I find trade conditions throughout the country exceptionally good and prospects even better than that. Last year we had what we call a 'hummer'—that is one of the best since we have been in business and the coming year we fully anticipate will be a still greater one.

"In regard to our 1912 announcement, I cannot say anything at this time, but there will be a great surprise when it does come, which will be shortly.

"We are going to do some very extensive advertising in all of the leading trade papers and magazines of the country and go after business in a more extended way than ever before. I fully believe that next year will see sales in number that will even surprise the most enthusiastic. I find throughout the entire course of the present trip an interest in motorcycles that will undoubtedly result in an enormously increased business next year.

"So far this year we have closed contracts in practically every part of the country. I am now on my way to Florida and after closing in that state will go back to headquarters and start something with an announcement that will cause many to "sit up and take notice."

"Live Wire" Stings Motorcycle Dealers.

C. H. Lang of Chicago is sending out the following notice:

"$25.00 reward for the arrest and conviction of a culprit posing as the brother of C. H. Lang, distributor of the Harley-Davidson Motorcycle, 24 East Adams street, Chicago.

"The young man is of medium height, stout built, smooth face, big chin, rather large mouth, large, red face, and a big head. Appears very intelligent. Wore a small stiff hat and a gray suit. Some grease spots on this trousers, from which it appears that he was working in a store or repair shop.

"Appears intelligent enough to deceive the devil, as Mr. Chadman, manager of the Economy Cycle Supply Co. of Detroit, Mich., is saying.

"The man borrowed $5.00 of Chadman on Saturday, the 26th of August, claiming that he sent a long distance message to his brother, C. H. Lang, of Chicago, but the money did not arrive yet. On the following Monday he got $2.00 more, claiming that the check was on the way. After that Mr. Chadman saw him no more. He seemed to know all about the Harley-Davidson business, and the motorcycle game in general.

"On September 5th the same complaint was made to C. H. Lang by Albert Scherer, of Benton Harbor, Mich., the agent for the Harley-Davidson motorcycle. This same man got $10.00 by telling a different story, but also pretending to be Mr. Lang's brother. Later on this man was at the Harley-Davidson agency at Toledo. He seems to be working his way east. Agents please look out for him."

TIMELY SUGGESTIONS ON EXPORT

Valuable Hints by Expert—Shows Why American Bicycle Manufacturers Lost Lead to English and Germans.

Throwing considerable light on why it is that American manufacturers of cycles and accessories ar eforced to yield to English and German rivals in certain of the export markets where for years the Americans dominated the situation, P. W. Herbert, who represents the Birmingham house of Eugen Baedeker, importer and exporter of cycle and motor materials, and who is in the United States incidental to one of his periodic journeys between England and Japan, has some very pertinent comments to make on the situation. He expresses the opinion that the American manufacturers fail to modify their goods sufficiently to meet the export customers' predilections and prejudices, and that the Americans also fail to realize that English and German firms now make extremely low prices on export goods, while Americans continue to quote prices that might have been satisfactory to export customers some years ago but which are now too high.

"Japan is one example of a market that was practically owned by the Americans not so long ago," said Herbert, in giving his views to the Bicycling World and Motorcycle Review. "In many respects it has been improving as an export market, because of improved credits and integrity of its business men, but the American cycle firms have been losing nearly all of their business there. The business now goes to the English and the Germans, because of

price and because they will give the buyers what the latter want, instead of what the manufacturer thinks they should have.

"In many countries there is a preference for the English style of bicycle instead of the American style, by which I mean models with mudguards, free-wheel, hand brakes and the like. It would not be difficult for American cycle manufacturers to make models of this kind for the export market, but I doubt if there is one who does. In parts and accessories the Americans do not seem to know what a low price means. They ask figures that are almost ridiculously high in the face of what the European factories ask for the same things. As a consequence a great many so-called American specialties, such as wrenches and fittings, are now being made abroad. Around Birmingham, for instance, there are a number of the cycle component makers who in the last year or so have made big preparations to produce specialties that heretofore were produced chiefly in America. This means that these will be available at a mere fraction of the price asked by the American manufacturers. Even despite the 45 per cent. duty, there is a heavy importation of cycle components and fittings into the United States from England and Germany, because of the low prices the manufacturers across the Atlantic are able to make. Labor costs are going up in Europe just the same as they are in the United States, but the factories still find ways to lower the production cost from year to year. Consequently they are able to take the export markets away from the Americans, and will continue to do so unless the latter wake up."

Who Stole Schmidt's Indian Twin?

Notices have been sent out from Detroit, Mich., by Superintendent of Police John J. Downey to the police departments of the various cities regarding an Indian motorcycle belonging to William Schmidt of Detroit, which was stolen on August 4th by a young man about 20 years old; five feet eight inches tall; weighing about 140; smooth face; light complexion, and wore at the time a blue suit and a flat soft hat. The motorcycle was a seven-horsepower twin, blue Indian, with engine number 72C 059, and Michigan license 1385. Schmidt will pay $25 reward for information leading to the recovery of the machine.

Prest-O-Lite Tube to Inflate Tires.

The Prest-O-Lite Co., Indianapolis, Ind., manufacturers of the Prest-O-Lite Gas Tanks, are putting on the market what they call the Prest-O-Lite tire tube, a small steel tube containing sufficient gas to inflate one tire. It is equipped with a puncturing valve and metal hose connection which is easily attached to the filling valve of the tire, and by the turning of a screw the gas is released—just about one minute being necessary to fully inflate a flat tire.

PLAN NEW HOME FOR SHOWS

Syndicate to Build Larger and Better "Madison Square Garden"—Co-operative Plan to be Followed.

Never has the demolition of any building aroused more general public interest than that of old Madison Square Garden, and since the news that this "building of shows" was to be torn down to make room for an office structure the constant query has been as to where these shows would be held in the future. Now comes the announcement that a group of Long Island capitalists are going to build a new and larger "Madison Square Garden" somewhere uptown (they are not ready to announce the site, although they have the property), west of Broadway, and between Thirtieth and Fifty-ninth street. It is said that the syndicate controls $10,000,000, and have bought the land outright at a cost approaching the million dollar mark.

A meeting of the owners and promoters of practically every large show held in New York was held on Wednesday afternoon, the 20th inst., for the purpose of securing suggestions as well as assurances that the new building will be leased for their shows. The plans and scope of the new building was explained to those present and the syndicate guaranteed to have the building ready by October, 1912. It was suggested that those present form themselves into an association guaranteeing to lease the building for so many days each year for their individual shows at a fixed charge and this seemed to meet with general approval. This association would then sit as a body of the whole when the question comes up as to the admittance of another show, thus giving it the power to veto any other show desiring to exhibit in the building.

The Cassidy, Van Nostrand & Chapman Realty Co. have charge of the negotiations. Joseph Cassidy was formerly president of the Borough of Queens; E. R. Chapman is president of the Hudson Trust Co.; D. L. Van Nostrand is president of the First National Bank of Jamaica, and S. N. Van Allen, another member of the company, is reputed to be a millionaire several times over, and is one of the managers of the Spotrsman's Show. It is probable now with this building in prospect that the Sportsman's Show and the Motor Boat Show will not be held at all this year, but will await the completion of the new structure. It is stated that the new building will take in an entire block.

George Carlton Comstock, vice-president and counsel of the new F. and D. Co., which purchased Madison Square Garden, states that the plans for the new commercial building to be erected on the site of the old Garden had been drawn and approved and that the work of tearing down the Garden would begin on February 5th next without fail. "The new building," said Mr. Comstock, "will be 24 stories high. The four top stories will be used for offices, the other 24 for lofts. We hope to have it completed in 1913 and estimate the total cost at $12,000,000."

"Glad to send you herewith subscription for one year for the Bicycling World and Motorcycle Review. Money well spent."—A. C. Newman, Bridgeport, Conn.



M. Nabors, manager of the Flanders Motorcycle Companw of Atlanta, Ga., on the first Flanders shipped South.

MOTORCYCLE DEALERS ENLARGING

New York Association Reports Marked Improvements in Trade Conditions—More Dealers Apply for Membership.

Considerable material progress, indicating a marked improvement in local circles as regards business conditions in general among motorcycle dealers was accomplished at the meeting of the Motorcycle Dealers' Association of Greater New York, held on Monday, 18th inst. There was also brought out some slight additional features in the requirements of the Motor Finance Co. relative to the instalment sale of motorcycles as negotiated between the association and the finance company's representative, Mr. C. E. Black, at the meeting of the 5th inst.

The additional requirements placed on the prospective purchaser stipulate that the 10 per cent. bonus paid by the purchaser be paid in cash at the time the deal is consummated; that he carry insurance on the machine against fire and theft, the policy to be in favor of the Motor Finance Co., and that he pay interest on the notes outstanding. In the absence of Mr. Black or any representative of the Finance company, the secretary, Mr. Rotholz, was instructed to again request Mr. Black to forward the articles of agreement incorporating therein the terms as stated by him and accepted by the association and agreed to by both parties at the previous meeting.

Those present at the meeting were H. A. Gliesman, president; Gus Rotholz, secretary; Henry Heyer and R. G. Brazenor of Brazenor, and Ruderman, Brooklyn; E. C. Kicherer, F. B. Widmayer, George P. Jenkins and Mark Eisner, counsel for the association. Joseph Buckingham, manager of the motorcycle department of the Weaver-Ebling Automobile Co., Harley-Davidson agents, was admitted to membership as representing that company. Applications for membership were received by mail from dealers in Newburgh and Peekskill, N. Y., and these were referred to the committee on membership.

By far the most significant action tending to the general betterment of trade conditions and one forecasting great results was that brought about by the discussion of ways and means for mutual assistance of all members of the association by the appointment of a committee on credits. The scope of the work as outlined for this committee augurs well for a co-operation among the dealers hitherto much desired, but under their existing conditions impracticable. Those appointed on the committee were George P. Jenkins, chairman; F. B. Widmayer and R. G. Brazenor.

Those reporting sales closed under the new instalment plan were G. Rotholz, for two machines of $300 value each, and two practically closed by Henry Heyer for $200 and $300. The advertising committee was instructed to repeat advertising as published heretofore. Mr. Eisner, counsel, reported that the incorporation papers were not yet quite fully prepared, but that same would be completed by next meeting.

The meeting was adjourned to meet at 9:30 p. m., Monday, 2nd prox., at 1213 Fulton street, Brooklyn, N. Y.

Alco Salesman on Motorcycle Trip.

Mr. H. E. Turner, the wanderlust salesman for the Alco Manufacturing Co., of Syracuse, N. Y., mounted on a Reading-Standard, arrived in Cleveland on his cross-country tour for the Alco Manufacturing Co., September 4th, Labor Day.

Turner, who reports that business is picking up the farther west he gets, left New York about two weeks ago and arrived at Rochester after a few days' ride After spending a few weeks at the Alco works, he mounted his Reading-Standard with Fisk tires, and Alco hip leggings, leaving Syracuse Friday, September 1st, over roads which appeared to be boulevards, he arrived at Rochester the evening of the same day, visited the Rochester Club rooms, was entertained by the members, and bunked in the club rooms that night. After a visit to the dealers the next morning he made his way to Niagara Falls. The roads continued to be in the boulevard class and with only a spill, caused by a skidding auto, Turner arrived at the Falls Saturday. After the usual business calls at Buffalo he pointed his machine towards Erie and arrived there 6 o'clock Sunday At Erie his acquaintance was made with C. F. Williams, Harley-Davidson representative at Mansfield, and they together picked camp on the lake just outside of the city for the night. After breakfast they made Ashtabula in the afternoon and were delayed there on account of home-week celebrations. Cleveland was made late in the day and visits paid the dealers.

One of the features of Turner's trip is the fact that he wears the same trousers on the road that he uses during his business calls, and they are yet without a grease spot, due to his high hip Alco leggings.

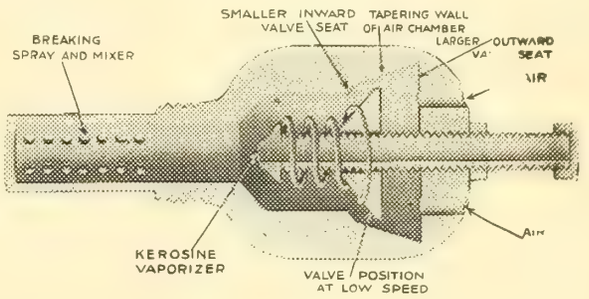
Falor Tells of Blue Streak Campaign.

In an article entieled "Rapid-Fire Tactics in Marketing a New Tire," S. A. Falor, sales manager of the motorcycle tire department of the Goodyear Tire & Rubber Co., Akron, Ohio, tells in the September number of Judicious Advertising how Blue Streak tires were given a quick introduction to the trade and the public, once the Goodyear company was prepared to make them in big quantities. He gives in detail the facts concerning the highly successful Blue Streak advertising campaign.

FOR BETTER MIXING THE MIXTURE

New Device to Break Up Fuel and Add Necessary Extra Air—Tall Claims Made by Makers.

Speedo is the name of an attachment manufactured and marketed by the International Accessories Corporation of New York, Chicago and Los Angeles. Speedo is applicable to all makes and sizes of gasoline engines by simply drilling and tapping for one-quarter inch pipe, a hole at a convenient point above the carbureter in the intake pipe. It is guaranteed by its makers to increase the power of a gas engine fully 20 per cent. without increase of cost. To make five gallons of gasoline do the work of six. To run the engine cooler, and to remedy carbonization. Decarbonizing attachment furnished complete, $3.50.



It breaks up under spray, each particle of gas after leaving the carbureter. This makes more air necessary and Speedo injects additional air perfectly and automatically, according to speed, giving highest perfection of mixture with lowest amount of fuel.

The procedure for attaching is as follows:

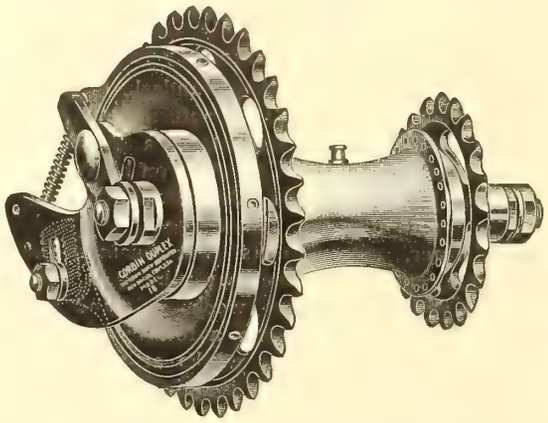
Drill hole and tap for one-quarter inch pipe thread at convenient point on intake mannifold above carbureter. Insert threaded end of body, screwing in tight, taking care to have one flat side up. This is important, to enable each spray of air to cut crosswise through the carbureter mixture, to completely break up the gas particles.

To use as a decarbonizer, the cap is unscrewed from the projecting stem and applied then to a small rubber hose, allowing the end of the hose to hang downward in a receptacle containing about a pint of kerosene Start the engine and the suction will automatically spray the kerosene in the proper prorotion into the intake. The resulting vapor acts as a solvent on the carbon deposits. This treatment will be required about twice a month. The price, required about twice a month. The price of the little device is well within the means of every rider, as it is listed at $3.50. The International Accessories Corporation is planning a very extensive advertising campaign for "Speedo."

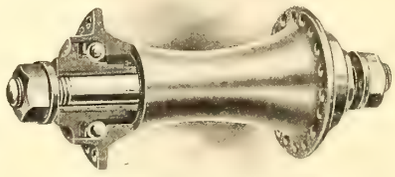
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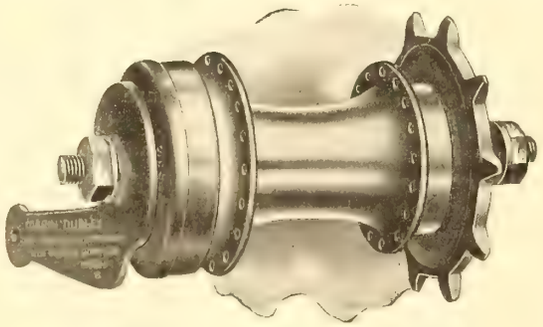


CORBIN V-BAND BRAKE
FOR MOTORCYCLES

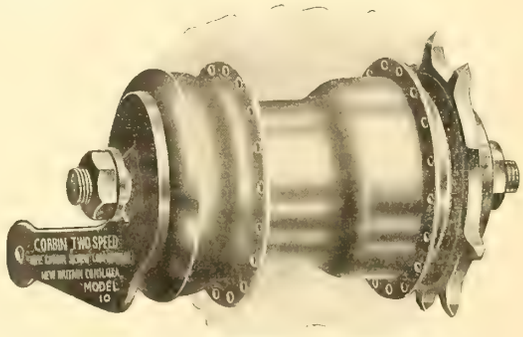


CORBIN KNOCK-OUT AXLE
FOR MOTORCYCLES

CORBIN

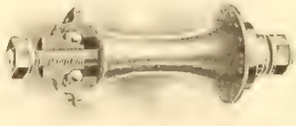


CORBIN DUPLEX COASTER
BRAKE FOR BICYCLES



CORBIN TWO-SPEED COASTER
BRAKE FOR BICYCLES

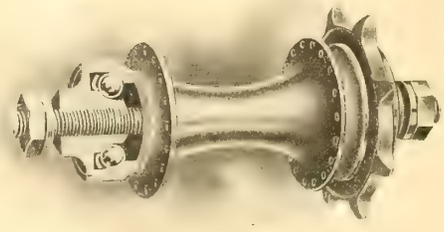
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CORBIN FRONT HUB
FOR BICYCLES

THE CORBIN SCREW CORP
CORBIN
NEW BRITAIN, CONN., U.S.A.

Licensed Coaster
Brake Manufacturers



CORBIN REAR HUB
FOR BICYCLES

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Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 23, 1911.

A MAN CALLING HIMSELF G. E. RATHBURN AND GIVING HIS ADDRESS AS 520 MICHIGAN AVENUE, CHICAGO, IS TRAVELING AROUND STATING THAT HE IS A REPRESENTATIVE OF THE BICYCLING WORLD AND MOTORCYCLE REVIEW. HE SOLICITS SUBSCRIPTIONS TO THIS PAPER AND OFFERS AS A PREMIUM 250 LEAD PENCILS. THE LAST HEARD FROM HIM WAS IN ZEELAND, MICH. THE BICYCLING WORLD AND MOTORCYCLE REVIEW HAS NO SUCH SUBSCRIPTION AGENT ON ITS STAFF AND OFFERS NO PREMIUMS WHATEVER TO SUBSCRIBERS. LOOK OUT FOR THIS MAN AND NAIL HIM.

Another Crisis in Bicycle Racing.

Again the bicycle track racing game approaches a crisis. This time charges and counter charges of teaming are being made against a number of the leading professionals. Those well up in the amateur ranks are also apparently guilty in no small degree. An idea of the situation may be had by referring to an account in another column of the races at the Newark Velodrome, around which the present agitation centers.

Teaming is one of the most reprehensible transgressions of the rules; not alone in the hardships it works on those against whom it is employed, but also in the fraud committed on the patrons by whose support the very existence of racing is made possible. By its intricacies teaming is also one of the most difficult crimes to unerringly detect by the officials.

In his endeavor to assure the public of fair and square competition, the manager of the track has all of the riders under contracts specifically forbidding teaming, in addition to the riders' compliance to the rules of the National Cycling Association, whose board of control is the governing body. The official referee, Walter Bardgett, has been most earnest in the discharge of his duties, but when the championship series of the season neared the end, it is alleged Kramer, in his anxiety to win, overstepped the rules and the terms of the contract, with Alfred Goullet as chief partner.

In response to the demand of Manager Chapman and an overzealous declaration by him, a hearing was held, and Kramer practically admitted having teamed. It was also brought out that he of the leaders in the season's series had not been alone guilty of the offense. In rendering the decision to dismiss the charges the members of the board undoubtedly came to the most equitable conclusion and also provided against further repetition, if possible, by appointing a board of three referees to serve simultaneously. In deciding as they did and avoiding the possibility of placing Manager Chapman in a position rendering necessary the fulfillment of his declaration, to wit: . . . "all previous races would be thrown out and a new series run," the board also avoided a most unpleasant prospective situation, as there is a decision on record in the courts of New Jersey by which the management and N. C. A. would no doubt have lost should the question have reached the courts.

The referees' decisions on Sunday last, according to most recent evidence, did not, if anything, go far enough, and the contention of Floyd Macfarland, speaking for Clark, evidently based on the supposition that if Kramer could team and escape so also should Clark, can be answered conclusively by the homely, though true, saying that two wrongs never yet made one right. It behooves all, for the mutual good, to purge bicycle competition of such serious infractions, and thereby build and improve a game that has by all means had more than its share of abuse and one which recently has shown such splendid progress.

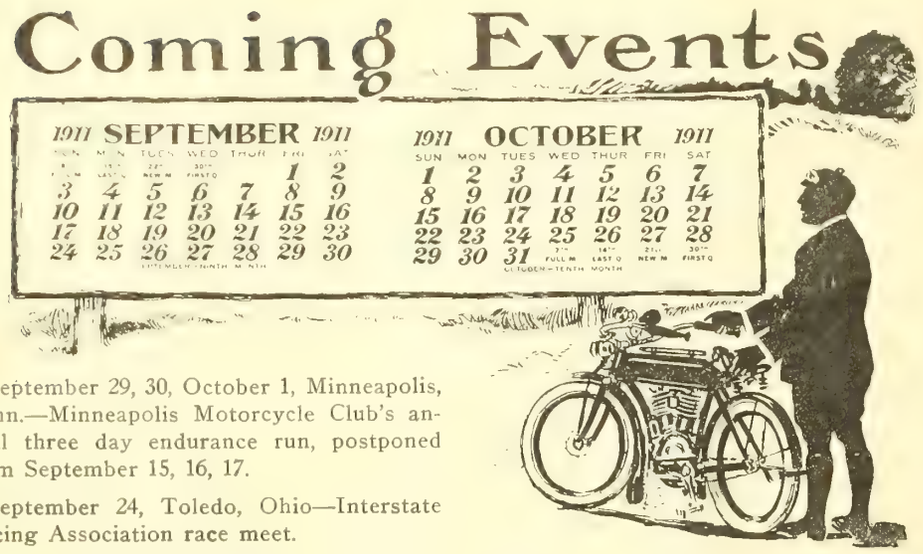
The Export Situation.

It is possible to draw a line around the United States and regard sales to buyers in any country outside that line as export business. But there are as many kinds and conditions of export business as there are communities outside the United States, and it remains for the manufacturer to discover where export business is most profitable for him. Exportation business to Great Britain and Continental Europe has little to offer that would attract American bicycle and accessory manufacturers; not because the volume of business is not big, but because that portion of the world is well supplied with its own factories, who can make prices on the spot that are impossible for an American over the sea. In those countries, however, where buyers are dependent on factories in distant lands, the geographical advantage of the European factories ceases. Nevertheless, the latter are crowding American manufacturers out of export markets where once the Americans were supreme. And the reason is price, together with an unwillingness on the part of many American factories to make the product fit the market.

To assume that a decline of American cycle exports to one country or another is caused by a falling off in demand for cycles, parts and accessories, is to make the prime mistake of the whole situation. In nearly every case such a decline is due to the fact that other factories are making materially better prices than are the Americans. If the factories abroad can afford to spend money in developing their export trade, making better prices from year to year on standard goods, it is fairly convincing evidence that they are not unloading an embarrassing surplus of old stock but are manufacturing for a permanent and profitable market.

They also are showing that to get an export buyer's money, it is necessary to give him exactly the goods he wants at a favorable competitive price.

Coming Events



September 29, 30, October 1, Minneapolis, Minn.—Minneapolis Motorcycle Club's annual three day endurance run, postponed from September 15, 16, 17.

September 24, Toledo, Ohio—Interstate Racing Association race meet.

September 24, Cresta Blanca, Cal.—Central California Motorcycle Club's runs and barbecue.

September 25, Detroit, Mich.—The Motorcycle Club of the Detroit Wheelmen's racemeet on mile dirt track.

September 26, Bowling Green, Ohio—Interstate Racing Association race meet.

September 27, 28, 29, 30, Adrian, Mich.—Interstate Racing Association race meet.

September 29-30, Springfield, Ill.—Illinois Motorcycle Club race meet on half mile dirt track.

October 1, Ft. Wayne, Ind.—Interstate Racing Association race meet.

October 1st, Motor Parkway, L. I.—Club Races Concourse Motorcycle Club.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 1, Providence, R. I.—Rhode Island Motorcycle Club's record run; third and last of series; to Narragansett, New London, Worcester and return.

October 5, 6, 7, 9, 10, 11, 12, 13, 14, Birmingham, Ala.—Motorcycle races at Alabama State Fair, mile dirt track; W. D. Gresham, 1912 Fourth avenue, Binghamton, Ala., referee.

October 7, Providence, R. I.—Regular fall business meeting of F. A. M. New England District, in Verdani Hall, 8 p. m.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

October 8, Providence, R. I.—Providence Motorcycle Club's triangle run from Providence to Boston, to Worcester, to Providence.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section first week.

January 20.—New York City. Eleventh annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

CORRESPONDENCE

Considers Cut-Out Necessary.

Editor of The Bicycling World and Motorcycle Review:

In the face of so much that has been written of late against the open cut-out I wish to send in a little opposition to the opposition. There are times when the cut-out should be used and also when it should be muffled. (The riders often need a little advice about these times). It will take some time before the public becomes accustomed to what is now a novelty and therefore, as usual, objectionable. Make a comparison the next time an automobile goes up a moderate grade with partially opened throttle. It makes as much noise, in the total, as half a dozen motorcycles, and yet there is no particular complaint, the people are used to it and in time I claim they will not mind the noise caused by the open muffler.

Some time, while you are trying to fall asleep, along about midnight, you will hear a locomotive, a mile or two away, making as much noise with its always open "cut-out" as 100 motorcycles, then following it up with a whistle that can be heard five miles away or more. Do you complain? You have accepted it as one of the modern sounds and more than likely enjoy it.

There are times when an open or partially open cut-out is a real necessity, particularly in a city with its many other noises from elevated trains, trolley cars and general traffic. Passing under an elevated structure, with a train going overhead, a horn is absolutely uselsss—and here is one of the times for the proper use of the cut-out, or you are approaching a trolley transfer point—slow speed, with a partially open cut-out will secure an open roadway and I have also noticed that people warned in time are better natured than when they hear a horn at close quarters and excitedly jump. Advise the riders to use discretion when near restive horses or near churches and in the residential sections, where there is no cross traffic.

An open muffler is unnecessary and wrong on boulevards like Riverside Drive, with its steady going traffic, but the cut-out is necessary at many points on a street like Broadway, New York. M. T. A.

Timing Valves No Job for Novice.

Editor of the Bicycling World and Motorcycle Review:

I have a four horsepower Indian motorcycle, 1911 model, chain drive, with magneto ignition, regarding which I would like some information, through the columns of your paper. I think the valves need timing. First, should the mechanical inlet valve be wide open when the piston starts down on the suction stroke. Second, should the exhaust valve be wide open when the piston starts up on the exhaust stroke. Please answer these questions very plainly, whether the valves should be wide open or just commencing to open at the beginning of the strokes. If I have to time the valves will I have to go in motor head, and are there any marks on valve gear to go by.

J. W. ADAMS, Willard, Ga.

(Unless your motor has been taken apart there is no possibility of your timing being wrong, and it is improbable that this is your trouble. It may be that the valve tappets need adjusting, or else the magneto circuit breaker. To time the valves it is necessary to take the motor base apart to get at the timing gears which are next the flywheels. This is not a job for any novice to tackle, for the chances are strongly against his getting things right. The timing gears are marked for proper meshing. The inlet valve should open just as the piston starts down on the suction stroke. The exhaust valve has a slight "lead" on the piston and should open about half an inch before the piston reaches the bottom of the explosion or working stroke.)

Boy Scouts Cycle Race.

Troop No. 7, Boy Scouts of America, with headquarters in Newark, N. J., closed their entries on the 16th inst. for their six-hour team bicycle race in the series for the troop championship. The present race is to be held Saturday, 23rd inst., and is the third of the series. The score in points at present is: William Gilman, 13; Clement Honess, 10; Winans Klesick, 6; George Frost, 5; Harold Wands, 3; Ernest Porter, 1. The twelve entries were paired in teams as follows:

Mortimer Hill and Winans Klesick, Harold Wands and Ernest Porter, John Wittpenn and David Meeker, Clement Honness and Mandiville Stratt, Max Struble and Hubert Hutchinson, Arthur Wolf and Willard Gilman.

Ideal Track and Phenomenal Riding at Columbus Meet

Evans, on an Emblem, Wins 100-Mile Free-for-All—Hart Lowers Mile Track Record by Four Seconds—Enormous Crowd Attends the Racing.

Columbus, O., Sept. 17.—Before over 15,000 spectators "worlds" records, and two local track records were sent glimmering at the Columbus (O.) Motorcycle racemeet held at the Driving Park on the 17th inst. Frank Hart, the national amateur champion, found a place in the hearts of the local speedsters when he sped about the one-mile dirt track in 50⅖ seconds. Hart broke Don Klark's former record of 54⅖ seconds, made on this track in July. In the 100-mile free-for-all race, George E. Evans, on an Emblem, broke, it is claimed, the world's record for 100 miles on a dirt track, when he crossed the finish in first place with a time given out as 1 hour 53 minutes 9⅘ seconds for the distance. E. L. Baker, on an Indian, broke the local track non-stop record in the 100-mile free-for-all race, which he completed without a stop.

Spills were in order all afternoon. Don Klark, on his Indian, took the first spill in the ten-mile 61 cubic inch, open event, when he blew a tire, and crashed into the outer fence. He escaped uninjured. Hart, on his Indian, on the first lap of the five-mile, 50 cubic inch, open race, blew a tire and skidded into the fence, badly damaging his machine, he fortunately escaping uninjured. In the 14th mile of the 100-mile free-for-all event, "Shorty" Mathews, on a Thor, and Homer Funk, on an Emblem, mixed it up a little. Shorty blew a tire and found a soft spot up against a fence post. His shoulder was dislocated, and he will probably be out of the racing game for a few weeks.

From the viewpoint of the spectators, the 10-mile open race for the Columbus Motorcycle Club Championship Challenge Cup was the most interesting and exciting. Fred Hare, on an Indian "7," forged to the front of the field of starters at the first of the race, but he was promptly overhauled by L. P. Birkenbach, also on an Indian. At the end of the first mile Birkenbach led Hare by almost 20 yards, and this distance was kept between the two riders until nearly the sixth mile, when Hare, making a sudden spurt, passed Birkenbach. Birkenbach, speeding almost every mile in 57 seconds and under, tore after his fleet competitor. In the seventh mile Birkenbach tied Hare on the turn, and the two riders came down the straightaway shoulder to shoulder. Enthused by the thunderous applause they were receiving from the spectators, the two Indian riders seemed to fairly leap over the oval. On the eighth lap Birkenbach passed Hare and then held the lead of the race until the finish. Birkenbach's daring and steady driving made him a favorite with everybody, and he was presented with the magnificent challenge cup, which gives him two legs on it.

In the ten-mile, 61 cubic inch, open event, Hart showed himself in championship form by traveling about this track as had never been done before. Although crossing the finish first, Hart was disqualified because his starter stepped over the line. The champion clipped off the sixth mile in 54 seconds, the seventh mile in 54⅕, the ninth mile in 53 seconds, and made eight miles in 7:00⅖. The time for the ten miles was 9:02⅖.

The five-mile 30½ open event was very exciting, and Don Klark, on his Indian, wrested first honors from Hart by half a wheel length. Will Teubner, on his Flying Merkel, did some fast riding and finished third in the race.

One of the prettiest races of the afternoon was the five-mile private owner handicap. George Ditz, riding a Flying Merkel, was in fourth place for almost four miles, when he picked up speed, passing Bascom, on a Thor, and Woolley, on an Indian, who were in second and third places. On the home stretch the Merkel rider lost his lead to Woolley and was only able to finish in second place.

One of the most interesting races of the meet was the 100-mile free-for-all event. During the first part of the race Birkenbach was in the lead with L. S. Taylor, on the Emblem, at his heels. Hart, who was in third place, scored a stalled engine in the ninth mile, and after being lapped four times by Birkenbach, restarted in the race. Birkenbach's time for the first ten miles was 9:58½. Don Klark, on his Indian, passed Birkenbach and took the lead in the 22nd mile, when a broken pedal compelled the latter rider to stop for repairs, continuing, however, before many seconds had elapsed. Klark' time for the 25 miles was 24:53 flat, and for the 30 miles, 29:30⅗. The Detroit rider's time for the first 40 miles was 38:57. Klark, still in the lead, completed 50 miles in 48:30, and reeled off 60 miles in 57 minutes. Hart, during this race, was having trouble continually and losing ground despite the fact that he was making miles in 54 seconds and under. In the 54th mile, Hart's hopes were shattered when he obtained a broken gasoline line. The race was then left to Klark, but the Indian rider, too, seemed to be marked, as he broke a connecting rod in the 81st mile and was out of the race. Evans, on an Emblem "7," then took the lead and held it up to the finish. The summary:

Five-mile, novice, open—Won by Otto Tresenmer (Indian); second, H. D. Woolley (Indian); third, Grant Lees (Harley-Davidson). Time, 5:46⅗.

Five-mile, private owners, handicap, open only to Columbus M. C. members—Won by H. D. Woolley (Indian); second, George Ditz (Flying Merkel); third, R. R. Bascom (Thor). Time, 6:39.

Ten-mile, open, Columbus Motorcycle Club Championship for Challenge Cup—Won by Leo P. Birkenbach (Indian); second, Fred E. Hare (Indian); third, L. S. Taylor (Emblem). Time, 9:15.

Five-mile, 30½ open—Won by Don Klark (Indian); second, Frank Hart(Indian); third, Will Teubner (Flying Merkel). Time, 5:05.

Ten-mile, 61 cubic inch, open—Won by Leo P. Birkenbach (Indian); second, Geo. E. Evans (Emblem); Frank Hart (Indian), was first, but was disqualified because his starter overstepped mark. Time, 9:02⅖.

Five-mile, 50 cubic inch, open—Won by Don Klark (Indian); second, L. S. Taylor (Emblem); third, Billy Wells (Harley-Davidson). Time, 5:08⅖.

Ten-mile, open, belt drive—Won by L. S. Taylor (Emblem); second, Geo. E. Evans (Emblem); third, Raymond Snyder (M. M.). Time, 10:24⅕.

Time trials to lower track record of 54⅖ seconds, held by Don Klark, Detroit, Mich., won by Frank Hart (Indian). Time, 50⅖ seconds; second, Don Klark (Indian). Time, 54 seconds. Third, Leo P. Birkenbach (Indian). Time, 58¼ seconds. Fourth, Matthews (Thor). Time, 59 seconds.

100-mile, open—Won by Geo. E. Evans (Emblem); second, Billy Wells (Harley-Davidson); third, L. S. Taylor (Emblem). Time, 1:53:09⅘.

Cogburn Best at Boulder (Colo.) Meet.

Three thousand people saw the motorcycle racing at the old fair grounds in Boulder, Colo., the 10th inst. Summary:

Five mile professional—Won by Cogburn; second, Cassidy. Time, 6:50.

Eight mile professional—Won by Cogburn; second, Cassidy. Time, 11:24.

Five mile amateur—Won by H. Beck; second, C. Beck. Time, 7:04.

Ten mile professional—Won by Cogburn; second, Wales. Time, 14:23.

Five mile amateur—Won by H. Beck; second, C. Beck. Time, 7:03.

Fifteen mile professional—Won by Cogburn; second. Patterson. Time, 21:59.

DE ROSIER'S NEW KILOMETER RECORD

Champion in Top Form Wins Every Race and Lower World's Record for Kilometer by Two Seconds.

Jake De Rosier, champion motorcyclist of the world, taught all his Chicago rivals to take a joke on Sunday afternoon, the 17th, when he won every race in which he entered, and then went out and broke the world's record for a kilometer. His time for the European distance was 23⅕ seconds, or two seconds faster than the world's record and five seconds faster than the American record for a kilometer.

De Rosier was riding a brand new Excelsior, and lost no time in showing the Riverview Stadium crowd that he had something speedy. He won the five mile open professional race, defeating Wolters, riding the Excelsior on which the Chicago boy has been making phenomenal records for distances from one to seven miles; Balke, riding an Excelsior, was third in this event, and only a few feet behind. The speed aroused the Sunday afternoon crowd, but there was something better to follow.

In the Hermes Sweepstakes, at six miles, De Rosier, Balke, Wolters and Albright, all riding Excelsiors, circled the track eighteen times neck and neck, now one leading and then the other, and furnishing the best race ever held on the track. William Samuelson, on an Indian, was only a few feet in the rear, and it was anybody's race until the last lap, when De Rosier nosed out Balke at the tape, with Wolters third, and trying desperately to get by. The riders were so closely bunched all the way that there was little chance for Wolters, who had folded in behind De Rosier on the white line, and Albright never gave Wolters a chance to climb up the track. "Joe's" only chance would have been to drop back, which would have been a losing venture in that kind of a contest.

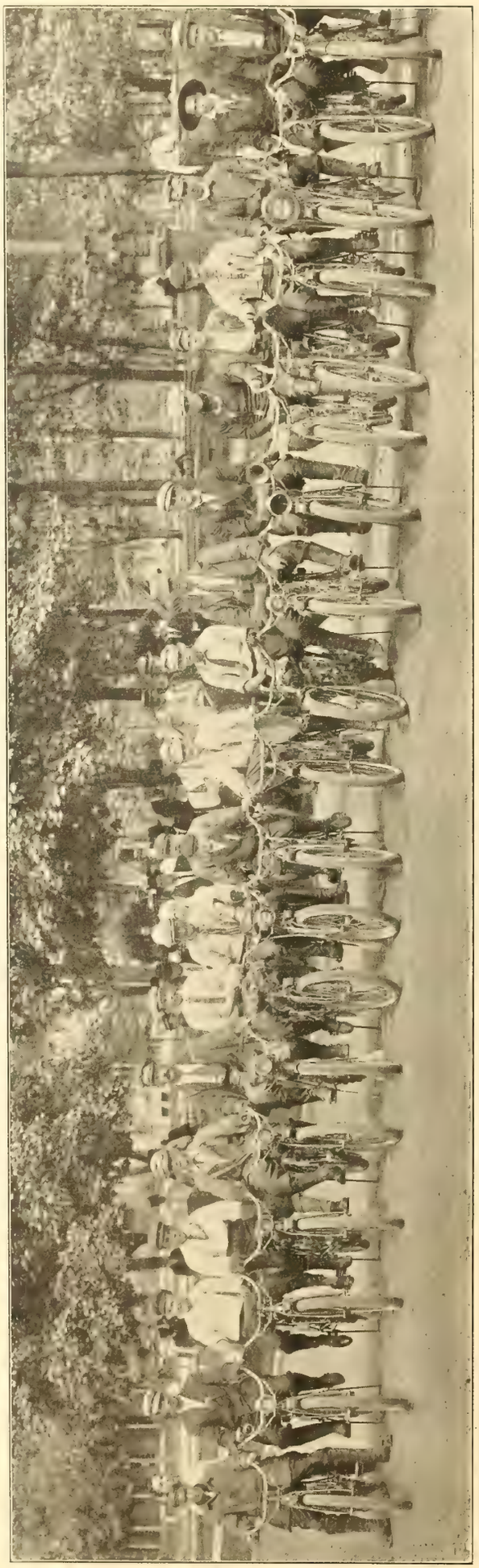
An invitation race at three miles brought together four Indian riders, and was eventually won by William Samuelson, with Wickwire second and Theodore Samuelson third.

"Johnny" Albright and William Samuelson met in a match race at two miles, the contest being staged to settle an argument, but it took a second heat before Albright was decided the winner. In the first heat the pair crossed the line so close together that the scorers and judges could not decide, and the riders were asked to settle the matter by going one mile in a second heat. Albright ran away from Samuelson in the first lap, and finally won by 200 feet.

The five mile handicap was won by H. P. Mitchell on an M-M, with two Thor riders taking second and third places.

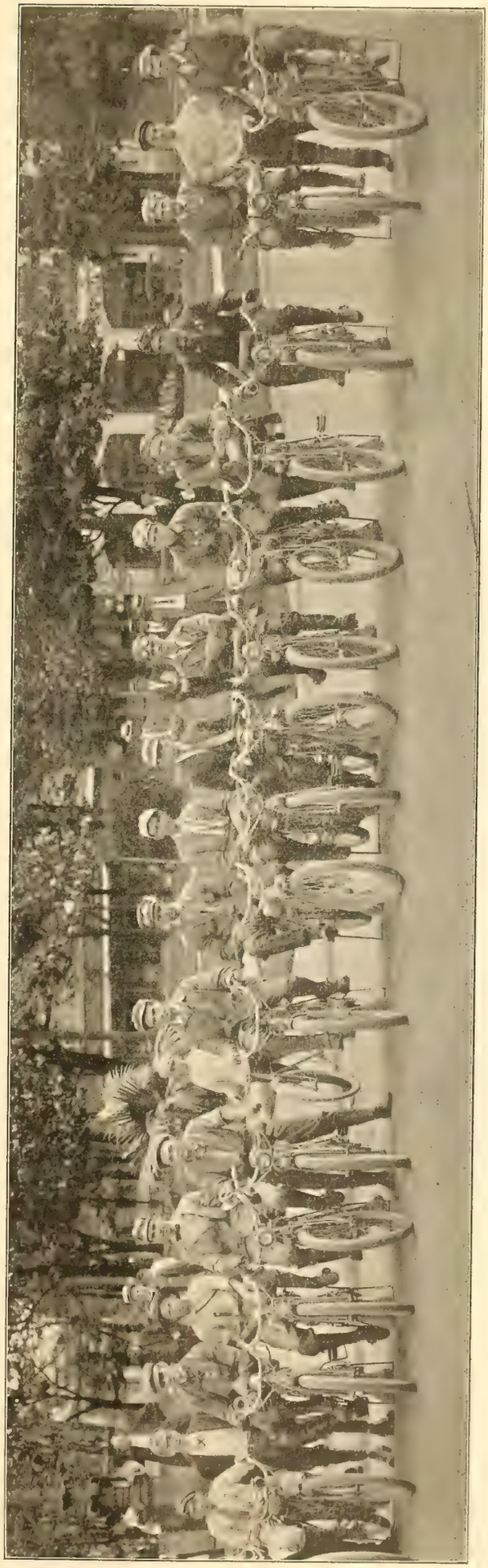
While the afternoon meetings do not draw so well as did the evening racing, the

THE INDIANA MOTORCYCLE CLUB OF INDIANAPOLIS









READY FOR ITS REGULAR SUNDAY MORNING RUN

enthusiasm is sufficient to warrant the fulfillment of the schedules until the weather gets too cold. The summaries:

Five mile amateur handicap—Won by H. P. Mitchell (M-M); second, P. Wenk (Thor); third, A. Smith (Thor). Time, 5:27⅖.

Five mile professional—Won by De Rosier (Excelsior); second, Wolters (Excelsion); third, Balke (Excelsior). Time, 3:38⅖.

Three mile invitation—Won by W. Samuelson (Indian); second, Wickwire (Indian); third, B. Samuelson (Indian). Time, 2:16.

Hermes Sweepstakes, six miles—Won by De Rosier (Excelsior); second, Balke (Excelsior); third, Wolters (Excelsior). Time, 4:26.

Match race at two miles between Albright (Excelsior) and W. Samuelson (Indian), dead heat. One mile run-off won by Albright.

De Rosier against time, distance one kilometer. Time, 23⅕. Previous world's record, 25⅕. Previous American record, 28⅕.

"Thank Heaven!—She's Gone!"

Fervent sighs of relief were breathed last week by the motorcycle squad of the New York City Police Department, when they learned that Miss Dorothy Rice, daughter of Mrs. "Anti-Noise" Rice, and not long since a daring motorcycliste, was to remain abroad for several years to study art. She was a familiar figure on a motorcycle, and possessing a striking personality never failed to create a mild sensation as she dashed recklessly about town on her machine. Miss Rice once had racing ambitions, but they were squelched by the chairman of the competition committee, much to the disgust of the fair aspirant and the 1910 management of the Guttenberg track. She gave the police no end of worry and trouble by her escapades a la motorcycle.

Harley-Davidson Agent on Long Trip.

P. J. Kline, Louisville (Ky.), agent for the Harley-Davidson, has recently returned home from a motorcycle trip to Milwaukee, where he visited the Harley factory and made a thorough inspection of the plant On the return trip Mr. Kline left Milwaukee at 7 o'clock on the morning of the 29th ult. and reached Orchard Grove, Ind., a distance of 142 miles, at 4:30 that afternoon, remaining there for the night. The next day he traveled 304 miles to Louisville, arriving there at 6:55. Kline reports good roads between Milwaukee and Chicago and Orchard Grove and Indianapolis.

Speeders Fined at Waynesboro.

Leaving his motorcycle as security, because he did not have the necessary legal balm in funds, William Newcomer, a motorcyclist, of Waynesboro, Pa., later paid a fine of $10 and costs, $15 in all.

DE ROSIER'S NEW KILOMETER RECORD

Champion in Top Form Wins Every Race and Lower World's Record for Kilometer by Two Seconds.

Jake De Rosier, champion motorcyclist of the world, taught all his Chicago rivals to take a joke on Sunday afternoon, the 17th, when he won every race in which he entered, and then went out and broke the world's record for a kilometer. His time for the European distance was 23⅕ seconds, or two seconds faster than the world's record and five seconds faster than the American record for a kilometer.

De Rosier was riding a brand new Excelsior, and lost no time in showing the Riverview Stadium crowd that he had something speedy. He won the five mile open professional race, defeating Wolters, riding the Excelsior on which the Chicago boy has been making phenomenal records for distances from one to seven miles; Balke, riding an Excelsior, was third in this event, and only a few feet behind. The speed aroused the Sunday afternoon crowd, but there was something better to follow.

In the Hermes Sweepstakes, at six miles, De Rosier, Balke, Wolters and Albright, all riding Excelsiors, circled the track eighteen times neck and neck, now one leading and then the other, and furnishing the best race ever held on the track. William Samuelson, on an Indian, was only a few feet in the rear, and it was anybody's race until the last lap, when De Rosier nosed out Balke at the tape, with Wolters third, and trying desperately to get by. The riders were so closely bunched all the way that there was little chance for Wolters, who had folded in behind De Rosier on the white line, and Albright never gave Wolters a chance to climb up the track. "Joe's" only chance would have been to drop back, which would have been a losing venture in that kind of a contest.

An invitation race at three miles brought together four Indian riders, and was eventually won by William Samuelson, with Wickwire second and Theodore Samuelson third.

"Johnny" Albright and William Samuelson met in a match race at two miles, the contest being staged to settle an argument, but it took a second heat before Albright was decided the winner. In the first heat the pair crossed the line so close together that the scorers and judges could not decide, and the riders were asked to settle the matter by going one mile in a second heat. Albright ran away from Samuelson in the first lap, and finally won by 200 feet.

The five mile handicap was won by H. P. Mitchell on an M-M, with two Thor riders taking second and third places.

While the afternoon meetings do not draw so well as did the evening racing, the enthusiasm is sufficient to warrant the fulfillment of the schedules until the weather gets too cold. The summaries:

Five mile amateur handicap—Won by H. P. Mitchell (M-M); second, P. Wenk (Thor); third, A. Smith (Thor). Time, 5:27⅖.

Five mile professional—Won by De Rosier (Excelsior); second, Wolters (Excelsion); third, Balke (Excelsior). Time, 3:38⅗.

Three mile invitation—Won by W. Samuelson (Indian); second, Wickwire (Indian); third, B. Samuelson (Indian). Time, 2:16.

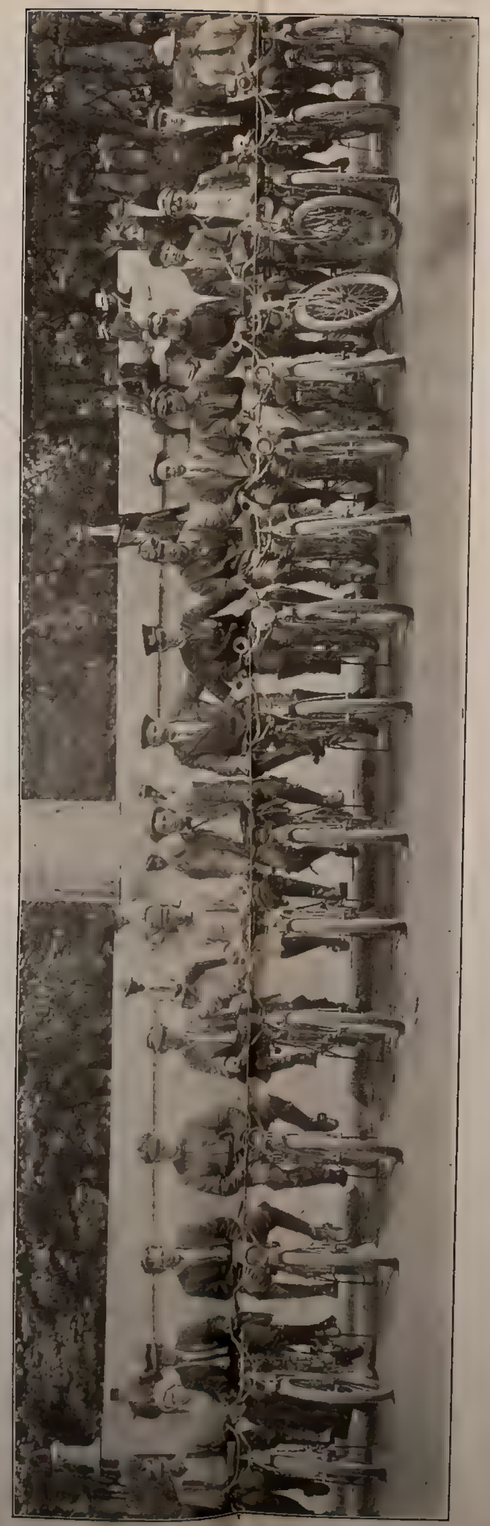
Hermes Sweepstakes, six miles—Won by De Rosier (Excelsior); second, Balke (Excelsior); third, Wolters (Excelsior). Time, 4.26.

Match race at two miles between Albright (Excelsior) and W. Samuelson (Indian), dead heat. One mile run-off won by Albright.

De Rosier against time, distance one kilometer Time, 23⅕. Previous world's record, 25⅕. Previous American record, 28⅕.



THE INDIANA MOTORCYCLE CLUB OF INDIANAPOLIS





READY FOR ITS REGULAR SUNDAY MORNING RUN

"Thank Heaven!—She's Gone!"

Fervent sighs of relief were breathed last week by the motorcycle squad of the New York City Police Department, when they learned that Miss Dorothy Rice, daughter of Mrs. "Anti-Noise" Rice, and not long since a daring motorcycliste, was to remain abroad for several years to study art. She was a familiar figure on a motorcycle, and possessing a striking personality never failed to create a mild sensation as she dashed recklessly about town on her machine. Miss Rice once had racing ambitions, but they were squelched by the chairman of the competition committee, much to the disgust of the fair aspirant and the 1910 management of the Guttenberg track. She gave the police no end of worry and trouble by her escapades a la motorcycle.

Harley-Davidson Agent on Long Trip.

P. J. Kline, Louisville (Ky.), agent for the Harley-Davidson, has recently returned home from a motorcycle trip to Milwaukee, where he visited the Harley factory and made a thorough inspection of the plant. On the return trip Mr. Kline left Milwaukee at 7 o'clock on the morning of the 29th ult. and reached Orchard Grove, Ind., a distance of 142 miles, at 4:30 that afternoon, remaining there for the night. The next day he traveled 304 miles to Louisville, arriving there at 6:55. Kline reports good roads between Milwaukee and Chicago and Orchard Grove and Indianapolis.

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Ten New Yorkers Start and Finish in Third Trio-Cup-Trial

Meinel (Merkel) and Molin (N. S. U.) Win Premier Honors in Strenuous Triple Road Test—Schultheis Has Only Other Perfect Score—Final Results of the Three Trials.

Completing the whole set, the third trio-trial of the Motorcycle Touring Club of New York, Affiliated, was held on Sunday, 17th inst., the two previous trials having taken place on April 23rd and July 23rd, respectively. With the completion of Sunday's journey to Newburgh and return, the winners of the awards for the whole series were decided, and the premier honors, in the form of gold medals for the best individual performance in all three trials, goes to J. B. Meinell (Merkel) and D. Molin (N. S. U.), each having made a perfect score in all the trials. Meinell has the further honor of being a member of the winning Merkel single cylinder team, consisting of himself, L. Schultheis and C. Buechner, which captured the "same make" team honors, with a total of 8,955 points out of a possible 9,000.

Originally there were five "same make" teams in the contest, each made up of three riders using the one make of machine, but in the second and third trials all but the winning team suffered severely in their scores by reason of absences of team members, no substitution of riders being permitted. They were not "trade" teams, being composed of private owners grouped according to the make of machine they rode. Individual cups go to the three members of the winning Merkel team. In addition, the trials also embodied a club team competition, but inasmuch as the Motorcycle Touring Club itself had the only club teams in the contest, the honors in this respect were rather empty. The award of the club team cup falls to the trio composed of A. Hoffman, J. Siemsen and G. Ashley, riding Merkel twins.

For the third trial the weather conditions were ideal, a cool northeast wind rendering the ride very pleasant. The ten contestants were started promptly at 7 a. m. by Referee Edgar, of the Indian Motorcycle Club. They proceeded along Broadway to the 130th street ferry across the Hudson. On the Jersey side the crooked Fort Lee hill, which was used as a test hill on the outward journey, confronted the riders, and they lined up for the climb. Checkers and flagmen were stationed at the bottom of the hill, at the two turns and at the top, to see that the contestants made a clean ascent. Three of the ten riders received penalties as a result of the climb, as follows: C. A. Buechner, for pedaling, 10 points; W. Wood, for dismounting, 25 points, and F. Wise, who failed to climb the hill. The other seven all went up with flying colors.

From the hill test the route led through Englewood and Nyack to Suffern, where the first control was located and where all the contestants checked in on time except W. Wood, who lost 26 points for being late. Leaving Suffern, the motorcyclists entered the beautiful Ramapo Valley, passing through Tuxedo and Central Valley, with Newburgh for the noon control. This stretch of road is unsurpassed in the vicinity of New York, and everybody was able to check in on time at Newburgh without difficulty.

After the hour allotted for lunch was up and the gasoline tanks had been filled, the trialists crossed the ferry to Fishkill Landing and commenced the homeward journey. The road after leaving Storm King Mountain became poor and slippery, owing to the recent rains. The stretch in the woods near Peekskill was a mire of black mud ankle deep, causing numerous spills, and it was here that G. Ashley and A. Kreuder were delayed to an extent that made them late at the Tarrytown control, so that they lost their perfect scores.

A poor stretch of road between Aqueduct Hill and Phillipse Manor kept the riders busy dodging mud holes and stones. The road is being prepared for repaving with wood blocks, part of the expense being borne by John D. Rockefeller, who has a large estate nearby. With a gold medal in sight, for a perfect score in all three trials, A. Hoffman was made the victim of the puncture fiend. After passing Kingsbridge a 3-inch wood screw penetrated his rear tire, and after a repair had been made he picked up a large staple a mile further on, which caused him still mode delay, so that he lost 9 points and his perfect score for the third trial.

The presentation of the cups and medals will take place at the clubhouse of the Motorcycle Touring Club of New York, Affiliated, 237 West Eighty-third street, New York City, on October 2nd, at 8:30 p. m., and a housewarming will be held in conjunction with the ceremonies.

The summary of Sunday's trial and of the results for the whole 1911 series is as follows:

Individual Scores.

Rider and Machine.	Points.
D. Molin, N. S. U.	1,000
J. B. Meinell, Merkel	1,000
L. Schultheis, Merkel	1,000
A. Hoffman, Merkel	991
C. A. Buechner, Merkel	990
W. Wood, N. S. U.	959
G. Ashley, Merkel; A. Kreuder, M-M; F. Wise, Harley-Davidson; P. J. Ansorge, Indian	Out

"Same Make" Teams.

Merkel (Class A. Singles).

Rider.	1st Trial.	2nd Trial.	3rd Trial.
J. B. Meinell	1,000	1,000	1,000
L. Schultheis	1,000	990	1,000
C. Buechner	975	1,000	990
	2,975	2,990	2,990

Total, 8,955.

Merkel (Class B, Twins).

A. Hoffman	1,000	1,000	991
J. Siemsen	988	1,000	....
G. Ashley	1,000	950	....
	2,988	2,950	991

Total, 6,929.

N. S. U. (Mixed Team).

D. Molin	1,000	1,000	1,000
Wm. Wood	1,000	990	959
H. Krackawitzer.	973	....	....
	2,973	1,990	1,959

Total, 6,922.

Harley-Davidson (Class A, Singles).

O. Krause	985	1,000	....
J. Buckingham	1,000	975	....
S. Thorpe	1,000	....	....
	2,985	1,975	....

Total, 4,960.

Indian (Class B, Twins).

F. I. Dreier	989	....	....
M. E. Toepel	958	....	....
S. Levin	864	....	....
	2,811	....	....

Total, 2,811.

Individual Gold Medals.

J. B. Meinel, Merkel	1,000	1,000	1,000
D. Molin, N. S. U.	1,000	1,000	1,000

Club Team Competition.

M. T. C. N. Y., Aff (Merkel Twins) 6,929

Rapid Riding at Grand Rapids Race.

Giving the automobiles a good rub in the matter of speed, two motorcycle events were features in the mixed program given at the West Michigan State Fair, at Grand Rapids, Mich., on the 11th inst. They were as follows:

Five miles, single cylinder belt drive—Won by Poe Poisson (Indian); second, Vettman (Marvel); third, Corbin (Harley-Davidson); fourth, Wolgemuth (Sears); fifth, Ferguson (Merkel). Time, 6:23⅕.

Five mile, single cylinder chain drive—Won by Poisson (Indian); second, Hull (Indian); third, Ruth (Indian). Time, 6:09.

Six Perfect Scores on Rome Run.

Six of the 13 starters in the 138-mile reliability run of the Rome (N. Y.) Motorcycle Club on the 27th ult., earned perfect scores.

Proposition to Grant Racing Franchise to Chicago Riverview Track Discussed

Dr. J. P. Thornley, Chairman of F. A. M. Competition Committee Issues a Statement Favoring the Granting of Exclusive Sanctions—"Happy Days" Pitman Also Approves Plan.

The proposition to grant the new Riverview Stadium-Motordrome in Chicago what would practically be an exclusive franchise, has caused much comment pro and con among the members of the F. A. M. and President Hamilton will, it is understood, put the proposition before the board of directors for a vote within a week. It appears that there is more than simply the matter of granting the franchise to Chicago in the question, for it is rumored that if the precedent is adopted there are capitalists waiting to ask for a similar privilege in other cities, where they will build tracks, but they do not care to sink the $25,000 or $35,000 necessary to build such a track without the assurance that the F. A. M. will protect them with an exclusive franchise. Dr. J. P. Thornley, chairman of the F. A. M. competition committee, has issued the following statement:

"I notice with surprise that a western publication that has bitterly denounced dirt track racing is now opposed to the F. A. M. entering into an agreement with a board track management for their protection. Such an agreement made between a track management and the F. A. M. would encourage the building of board tracks in various localities all over the country, particularly in small localities where competition would be fatal. Men who have the money to invest in board tracks are not going to put them up unless they can see their way clear for good profit. While in large cities capital might be induced to take a chance with opposition, certainly in smaller communities any man would be a fool to put up a board track unless he could be assured of prompt and satisfactory returns. To have sanctioned a second board track in Chicago would discourage the building of board tracks in smaller communities indefinitely, and no one would be able to depend upon the F. A. M. for protection, however loyal their behavior might be. For the F. A. M. to refuse sanction for a second track in Chicago and receive no return for so doing, even though the management of the track protected had volunteered a most liberal offer for such protection, would be about as remarkable an attitude as one would care to find in a day's journey. I for one will be unwilling to go on record as refusing sanction to a second track, and at the same time refuse for the F. A. M. the liberal proposition made by the first track. I wouldn't care to strain my reputation for honesty and square dealing to any such point. At the same time I am firmly of the opinion that two tracks in Chicago would not be to the best interests of the F. A. M., or the motorcycle game at large. Two tracks would be bad enough under the same management, but under different managements it would be disastrous.

"The F. A. M. grants a certain amount of protection at the present time whenever it issues sanction to a promoter for a single day. For this protection as much as anything else, the promoter is willing to pay the fee required. Why the F. A. M. should not be willing to extend this protection over a long period for the purpose of encouraging the building of board tracks, and giving the riders the safety which such tracks offer, and accepting a reasonable and liberal offer from the promoters for such protection, is beyond my powers of comprehension.

"While the F. A. M. may be called a fraternal body, it is also as far as racing is concerned, a governing body. The government of all countries offers protection to life and property to its citizens, and taxes them therefore. Why the F. A. M. in its government of racing should not grant similar protection to property rights and accept a voluntary contribution for such protection, or demand more within the bounds of fairness and reason I can't see. Here is an opportunity for the national treasury, not the competition committee, to obtain revenue honestly, fairly, and for valuable services rendered. The F. A. M. needs such contributions in order to carry on the much needed work. No organization with a governing function is entirely independent which has to depend upon small dues for its source of income. Every committee of the F. A. M., with the possible exception of this committee, requires more funds to carry on its work. The legal committee requires funds to retain lawyers all over the country to instantly look out for motorcyclists who are unjustly and unfairly treated. It needs money to be able to properly present before various legislatures arguments against burdensome and unfair laws. What would the men who had been run down by automobiles, wagons and street cars, think of the board of directors that would neglect a fair opportunity to honestly increase the funds of the legal committee which could then have seen to it that they received justice? What would the men who had been unjustly treated for alleged violation of the laws of the road think of a board of directors who had refused to avail themselves of an honest opportunity to furnish them with proper protection in the police courts. What would the motorcyclists of small communities think of an organization that would refuse to honestly increase their ability to fight unjust and burdensome local ordinances? What would the great majority of riders think of an organization that refused to supply itself honestly with the necessary funds to start agitation, and push the establishment of better roads all over the country. And so on we might go through every committee of the F. A. M. which are now hampered by lack of the necessary funds to do anything at all. It is ridiculous to say that granting of franchises to board tracks would interfere with local clubs. To establish such a precedent, local clubs all over the country will be encouraged to build board tracks themselves, or to become financially interested in them.

"Moreover, where tracks are built by independent promoters, I for one should be opposed to granting franchises that would not consider the vested interests of the local clubs. Two clubs in a community would, however, enable local clubs, if so inclined, to play one track against the other, hold up first one and then the other, until the very name of the F. A. M. would become a stench in the nostrils of every right thinking person. It is asking too much of human nature to believe that such playing of one track against the other and practically sandbagging of promoters would not occur. For the preservation of the good name of the F. A. M. and its local members, sooner or later the organization will be forced to grant franchises to board tracks or none will be built, and the sooner we arrive at that conclusion and look at the situation from a broad standpoint, and not from the narrow local interests of some few men in a given community, the better it will be for the F. A. M., and the longer will motorcycle racing endure.

"Johnson's proposition is only in outline and his letter is the only thing that I have to go on. I do suggest to the board of directors that they accept this proposition with the following modifications:

"First, that instead of 2½ per cent. of the net receipts we should offer to make a contract for one-half of one per cent of the gross receipts.

"Secondly, that the local affiliated clubs should have once a year a benefit, the total receipts of such benefit to be turned over to the clubs for the maintainance and possible building of a club house which would

be free to all F. A. M. members. Or, the local clubs would be allowed to rent the track for one or two specific days during the season for a specific reasonable sum, and the proceeds to go to the local affiliated clubs without restriction.

"Finally, that protection would only extend to the granting of sanction to board tracks, and that road events, and dirt track events, would be sanctioned in accordance with the rules as they now exist, or may be subsequently altered.

"You will note that this provision about the clubs is identical with what I recommended in the case of the Denver track, last year, that applied for franchise, offering it under similar conditions as the above excepting the one-half per cent contribution to the F. A. M.

"I suggest that this contract with Chicago track be made a standard one, to be granted to any track by the board of directors, to responsible promoters in communities all over the country. This will eliminate any question of putting franchises up to the highest bidder. Franchises would be granted for a standard amount, and would be only granted to parties who were unquestionably reliable, and if there was any doubt about their honesty or reliability, a bond should be required.

"The acceptance of this idea by the board of directors in my opinion will assure to the F. A. M. a nice income, which can be devoted to the support of the various committees other than the competition committee.

"It will also assure to the F. A. M. legal control over the tracks granted such a franchise, and will prevent the dishonesty and sharp practices which are certain to come where there is active competition between two tracks, both struggling for existance. I do not believe that the mere fact that a man is a member of the F. A. M. should give him any inherent right to put up a board track or any other kind of a track. The financial responsibility and known honesty of purpose and good business ability should be the only requirements for our recognition.

"Motorcycle racing has become a very rotten sport in many localities because of the violent and rotten competition between the manufacturers. It need but one thing more to make it still more rotten, that is, to have competition in communities between two or more tracks."

Some have suggested that if two or three tracks were to spring up in Chicago, or in any other city, running in opposition to one another, the promoters would go through the same experience as the managers of the three tracks that were built in and around New York, when the interest in bicycle racing was at fever heat. No one is more competent or able to speak with authority on this situation than Will R. (Happy Days) Pitman. He says:

"With three tracks in and around New York—Manhattan Beach, Berkley Oval and Ambrose Park—one playing against the other, the natural result was that we all lost money and were forced out of the business. So will be the result today anywhere if two or three tracks are built for motorcycle racing. I consider this proposition from the Riverview track in Chicago a most excellent one and the wisest plan for the F. A. M., without question, is to accept it and accept it promptly.

"Just where the injury to clubs would come in, as suggested by one of the trade papers, I am at a loss to see. The F. A. M. in their contract with the track management can easily arrange that proper consideration be given clubs and when they desire it an opportunity to hold racemeets. In the end the club would really be benefited by such an arrangement for they would have the management of the track in back of them in promoting their races, with the experience and the following that the track would have for its regular meets. It would be far better in every way for the clubs to hold their races under the direct management of the regular track people than for them to attempt it themselves.

"Two tracks in Chicago or in any city for motorcycle races, today particularly, when motorcycle racing is in its very infancy, would eventually mean the ruin of both, while one track with proper protection means a constant and growing advertisement for motorcycling.

"My experience as managing director of Berkley Oval in the bicycle racing days was proof enough to me for all times that one good track properly managed is all that can be supported in any city. The riders are divided and the attendance is divided, while with but one track the promoter can offer better prizes and hence better racing because he has the large attendance. Motorcycle racing all over the country is constantly making motorcyclists and hence members for the F. A. M., and where men have sunk their capital in such a track as the Chicago one, and through that are really making members for the organization, and such a track is for the good of the sport in general, the F. A. M. should give these men their support and protection. Anyone that invests from $25,000 to $30,000 in a track without this protection is a fool.

"In New York City there are men who have been approached on the question of building a board track similar to the Chicago Stadium, but their first question naturally is, What protection will we have for our investment? New York, as big as it is, would not support more than one track, but it absolutely needs that track to stir up interest in the sport. What I say here is from what knowledge of the game I have gained in my 33 years' experience in bicycle, and later, motorcycle racing, entirely independent from my personal relations with any one, and I honestly believe that no harm can come from the F. A. M. at least trying the experiment of protection for licensed tracks.

"If the N. C. A. is practically the tool of certain track promoters, as stated in a western trade paper, I can state positively, as one in a position to know, that the F. A. M. competition committee as at present constituted is not and will not be the tool of any one. As one of the founders of the Federation of American Motorcyslist, I propose as long as I am on this earth to uphold it in a straight, clean business-like manner. Racing is the big end of the F. A. M., just as it was with the L. A. W., but let the F. A. M. take its lessons from the mistakes in the racing department of the league and avoid them."

Daylight Racing at Riverview.

Wolters and De Rosier, both riding Excelsior motorcycles, shared the honors of the first daylight meeting held at the Riverview Stadium, on Saturday, the 16th inst. The crowd was "not so large as had been hoped for, but better than expected," according to Manager "Jack" Prince, who is an authority on racing matters. The other attractions at the park have been closed for the season, and motorcycle racing must draw its own audience without assistance.

The opening professional race, at five miles, was won by De Rosier in the comparatively fast time of 3 minutes 33⅖ seconds, and he was so far ahead of Wolters and Balke that there was no argument.

In the six mile University of Chicago Sweepstakes, De Rosier, Balke and Wolters were abreast for three miles, when De Rosier's tire exploded, leaving Wolters and Balke to fight out the battle. Wolters won by a few inches.

Ther three mile invitation race was won by Albright, riding an Excelsior, and in fact every professional race of the day was won by this make of machine. The Merkel machines have been withdrawn from the track, leaving the Indian crew to fight it out with the new flock of Excelsiors.

The Samuelson brothers, of Salt Lake, are adding much to the interest of the racing, and their Indian machines are showing excellent speed and stamina.

The summaries:

Five mile amateur handicap—Won by P. Wenk (Thor); second, W. F. E. Williamson (Excelsior); third, T. Shaw (Thor). Time, 5:32⅖.

Five mile professional—Won by De Rosier (Excelsior); second, Wolters (Excelsior); third, Balke (Excelsior). Time, 5:33⅖.

Three mile invitation—Won by Albright (Excelsior); second T. Samuelson (Indian); third, W. Samuelson (Indian). Time, 2:13.

University of Chicago Sweepstakes, six miles—Won by Wolters (Excelsior); second, Balke (Excelsior); third, W. Samuelson (Indian). Time, 4:23.

Splendid Speed Performances Stir Toronto Fans

Records Fall by the Wayside, While Cole and Kipp Battle for Premier Honors in 25-Mile Marathon —Light Weight Winner Protested—Cole Canadian Champion.

Everything in the way of records went by the boards at the second annual Dominion motorcycle championships held on the exhibition dirt two lap track at Toronto on Saturday, September 16th, under the auspices of the Toronto Motorcycle Club. A record attendance, record time, the grandest riding ever seen in Canada, and good management, made up a remarkable afternoon's sport. Fully 9,000 persons turned out to see the "single trackers" while practically all the existing records for the country were swept clean off the



HAROLD COLE, TORONTO'S BOY WONDER

list while new marks for 15, 20 and 25 miles were created through the remarkable performance of Harold Cole, Toronto's boy wonder, who mounts the Reading-Standard, in the 25 mile grind for the Commerford trophy, which stood out preeminently as the feature contest of the afternoon. With the first race of the program, a three-mile for lightweights, M. E. Amoss, on a 2½-horsepower N. S. U., clipped seconds off the lightweight record, while each succeeding event saw better time made. The ten-mile Canadian record was broken three times in succession, while on three occasions at least, the five-mile time was bettered.

The 25-mile marathon was the longest motor race ever put on in Canada and the remarkable endurance of the racers was a matter of surprise to the spectators. There were seven starters, as follows: Herb Kipp, 7-twin Indian; R. Connor, Indian; Orr and McIntosh, on stock twin Excelsiors; Walter Andrews, on a single Pierce; Banfield, on a Triumph, and Cole, 6-twin Reading Standard. The first five miles saw a sharp struggle for the lead between Cole and Kipp, but at this stage Cole stole to the front and gradually widened the gap. Orr, riding third, and Andrews, both found punctures, and others also dropped out. At 20 miles Cole had almost a lap on Kipp, but could not catch him, and thus they finished. All the while Cole was smashing records right and left, each fresh announcement drawing vociferous cheering from the crowd, who marveled at the manner in which Cole kept up his pace all through. Cole's time was: Five miles, 6:11; 10 miles, 12:20; 15 miles, 18:30⅖; 20 miles, 24:45, and 25 miles, 30:56⅖.

The handsome Auto-Tire trophy, donated by the agents of the Goodrich Tire Co. for the five-mile private owners, single cylinder event, was captured by W. Stoner, Triumph, although Banfield, Triumph, led until the head of the stretch for the final sprint, when his machine stopped and he was only able to get third place by running with his mount. Banfield took the 4-horsepower belt drive race from Staudt, late of Reading, Pa., and Cole. H. H. Corsan, had the distinction of winning his novice, after which he came home first in the five mile chain drive race and ran second in the Auto-Tire trophy contest.

Several spills sustained by the crack riders, rather spoiled one or two events, but a real test was seen in the ten-mile open, in which Kipp, on a powerful 7-twin Indian, was beaten by Staudt on an imported Reading racer after a great struggle. In the 10-mile, 50 class event, Kipp fell when he looked the winner, but got up and finished second, behind Staudt. In the five-mile open Cole took a spill while he was giving Kipp a great tussle, after which the latter won as he pleased. Barnes, Triumph, rode the fence in the belt-drive race, which had nine starters, and suffered a broken shoulder. This was the only unfortunate incident of the whole day. There were 52 starters, while there were 10 events on the program beside a couple of automobile races.

Three-mile lightweight championship, 2½-horsepower limit—Won by M. E. Amoss (N. S. U.); second, Roy Thompson (Motosacoche); third, Charlie Orr (Motosacoche). Time, 4:44⅘. Seven starters. Winner was protested for being over size.

Five-mile private owners, novice, unstripped stock, 30½ class—Won by H. H. Corsan (Indian); W. Stoner (Triumph); third, W. Martin (Harley-Davidson). Time, 7:28⅖. Five starters.

Five-mile chain drive, unstripped stock, 30½ class—Won by W. Banfield (Triumph); second, Harold Cole (Reading Standard); third, W. Staudt (Reading Standard);. Time, 6:56⅗. Nine starters.

Five-mile private owners, unstripped stock, single cylinder, for Auto-Tire Co.



THE COMMERFORD TROPHY

trophy—Won by W. Stoner (Triumph); second, H. H. Corsan (Indian); third, W. Banfield (Triumph). Time, 7:19. Four starters.

Ten-mile, 50 class—Won by W. Staudt (Reading Standard); second, Herb Kipp (Indian); third, C. Orr (Excelsior). Time, 12:25⅖. Six starters.

Five-mile open, single cylinder—Won by Herb Kipp (Indian); second, R. Connor (Indian); third, W. Andrews (Pierce). Time, 6:34⅖. Six starters.

Ten-mile open—Won by Staudt (Reading Standard); second, Herb Kipp (Indian); third, R. Connor (Indian). Time, 12:24. Five starters.

Twenty-five-mile Canadian championship for the Commerford trophy—Won by Harold Cole (Reading Standard); second, Herb Kipp (Indian); third, R. Connor (Indian). Time, 30:56⅗. Seven starters.

THE CUT-OUT MUST GO

Manufacturers and F. A. M. Officials Strongly Opposed to Open Mufflers—Cause Opposition to Motorcycles.

The campaign against the open cut-out is receiving the endorsement and approval of every one who has the interests of motorcycling at heart, and both manufacturers and the officials of the F. A. M. are strongly against the use of the cut-out, particularly in the streets of our cities. That the motorcycle will not have its proper place in the minds of the general public until the open muffler is a thing of the past is conceded by all.

The following statement is made by the Hendee Manufacturing Company, manufacturers of the Indian:

"We assure you that we are in thorough sympathy with your action in the matter of the open muffler.

"As far as our own machines are concerned, the opening of the cut-out does not increase the power to any appreciable amount, for our muffler, as at present constructed, gives practically no back pressure whatever, and consequently there is absolutely no reason for a rider opening his cut-out.

"We have often sonsidered the question of removing the cut-out from our machines, but our experience has been that if this was done many riders would either knock the end off the mufler, or remove it entirely. In a previous form of muffler which we used there were several concentric partitions, and we found that many riders would open the muffler and remove all of the internal parts leaving a mere shell; and in this condition it made more noise than if the muffler had been entirely removed. As a result of this experience we designed a new muffler which produces absolutely no back pressure and is quieter than the old muffler, and also has no internal parts that can be removed.

"This was about as far as we could see our way to go for fear the noise loving rider would knock out the end of the muffler if he did not find a cut-out.

"We think that our present muffler has converted a great many of the riders who formerly used the cut-out, and whenever we feel that we can safely omit the cut-out we most gladly do it."

G. H. Hamilton, president of the Federation of American Motorcyclists, said:

"I am heartily in favor of any movement that has as its object the control of the open muffer on motorcycles. I do not hesitate to give you my views on the situation.

"I consider that you have taken a step in the right direction in taking up the open muffler nuisance in your editorial columns. The evils of the open muffler are so apparent that no comment is really necessary, but what is necessary is an avtive campaign in making plain to the motorcyclists the injury they are doing themselves and the industry as a whole by running their machines with mufflers open. This applies more particularly to the cities and towns, but there is really no reason for riding over the country roads with mufflers open continually.

"It is the desire of the F. A. M. to elevate the standing of the motorcycle in this country, and one of the best ways to accomplish this result is to make it perfectly clear to the public that the motorcycle is not a nuisance, and a noisy machine.

"The F. A. M. intends to inaugurate an educational campaign in the future to abolish the open muffler nuisance, and you can depend on our organization for support in the work you have undertaken. The trade papers can accomplish a great deal in an educational way and personally I hope that all of the papers will take up the movement that you have started and assist in accomplishing the results we are all after."

F. B. Hart, of the Reading Standard Co., says:

"You cannot make your condemnation of the indiscriminate use of the muffler cut-out too strong to meet our approval. The writer has fought this idiocy on the part of the average motorcyclist in both a business and personal way for some years.

"As to eliminating this part of the equipment, we do not believe that this can be done, much as we would like to. If the muffler is efficient as it should be, it is practically impossible to adjust the carbureter without the use of the cut-out. Unfortunately all mufflers are not so effective, but it is a fact that we cannot adjust a carbureter on the Reading-Standard machines without either removing the muffler entirely or opening the cut-out as it is impossible to tell whether your engine is running steadily or missing fire with closed throttle. It is not merely a matter of putting on the cut-out to save the rider the trouble of disconnecting his muffler, but if he is compelled to go to that trouble it is, I believe, unquestionably a fact that in many instances machines will be run with the carbureter so far out of adjustment that they would materially decrease the efficiency of the motor and cause considerable damage."

"BACK TO NATURE"



DRUMMOND WINS AT OLYMPIC PARK

Beats J. U. Constant in Two Races—"Billy" James and Pierson Also Land Two Events Each.

If Percy Drummond was treating John Constant as a guest of the meet, he treated him mighty roughly, but if he regarded him as an invader from another state, he repelled him nobly, at the Olympic Park meet, Newark, N. J., on Sunday, 17th inst. He not only beat Constant in a special two mile match race, but he nosed him out for second place in the ten mile handicap, both starting from scratch. Percy seemed peeved that anybody from Brooklyn should try to throw dust on his goggles, and in the last mile of the two mile match he just opened her wide all the way around and streaked up the stretch at a gait that carried him by Constant a few yards before the finish line. And Constant, who like Drummond was mounted on a 5 Indian twin, had not been riding a slow freight, either.

The sweetest triumphs of the day, however, were those of William Pierson, of Newark, who with a 6 horsepower Excelsior captured the three mile novice handicap from scratch, and later was the first man home in the big ten mile handicap, in which he had been given 80 seconds over Drummond and Constant. It was his first track racing attempt, but he showed unusual judgment and skill. William James, or "Billy," as he prefers to be called, another Newarker, was pretty nearly as happy as Pierson, since he not only won the five mile private owners handicap from scratch, but with a handicap of 110 seconds in the trade riders handicap at the same distance, he also piloted his 4 Indian over the line ahead of the bunch in that event too. The meet was given by the New Jersey Motorcycle Club, and was so successful that another is scheduled for Sunday, 24th inst.

The summary:

Three mile novice handicap—Won by William Pierson (6 Excelsior), scratch; second, Lester Lippincott (5 Indian), scratch. Time, 4:20⅕.

Five mile trade rider handicap, 50 cu. in. limit—Won by William James (4 Indian), 110 seconds; second, Watson Kluscek (4 Harley-Davidson), 115 seconds; third, W. Ed. MacDougall (6 Excelsior), 80 seconds. Time, 5:25⅗.

Five mile private owner handicap, 50 cu. in. limit—Won by William James (4 Indian), scratch; second, William Pierson (6 Excelsior), scratch; third, Herbert Aryault (6 R-S), scratch. Time, 6:59.

Three mile open handicap—Won by Percy Drummond (5 Indian), 8 seconds; W. Ed. MacDougall (6 Excelsior), 20 seconds; third, Watson Kluscek (4 Harley-Davidson), 30 seconds. Time, 3:40⅖.

Two mile match race between Percy Drummond (5 Indian), and John Constant (5 Indian), flying start—Won by Drummond. Time, 2:19⅕.

Special novelty race—Won by John Constant (5 Indian); second, Herbert Aryault (6 R-S); third, Earle Eckel (5 Indian).

Ten mile open handicap—Won by William Pierson (6 Excelsior), 80 seconds; second, Percy Drummond (5 Indian), scratch; third, John Constant (5 Indian), scratch. Time, 12:15⅘.

Cox Wins Free-for-All at Guttenberg.

Racing at Guttenberg, N. J., was revived again on Sunday, 17th inst., when four motorcycle events constituted the afternoon's program. J. J. Cox, with his 7 horsepower R-S racing machine, was the victor in the five mile free-for-all and in the ten mile trade rider handicap, while M. C. Wright, on a 7 Indian, survived all the rest of the field in the five mile trade rider miss-and-out. A five mile race for private owners opened the program. In this E. C. Haas, on an Indian, ran away from his two opponents. The summary:

Five mile private owner—Won by E. C. Haas (Indian); second, M. C. Wright (Indian); third, H. W.G. Cox (Excelsior). Time, 6:03⅗.

Five mile trade rider miss-and-out—Won by M. C. Wright (Indian); second, Joseph Buckingham (Harley-Davidson); third, J. J. Cox (Indian). Distance, 6 miles; time, 6:45⅘.

Five mile trade rider free-for-all—Won by J. J. Cox (Reading-Standard); second, H. W. G. Cox (Excelsior); third, Joseph Buckingham (Harley-Davidson). Time, 5:55⅖.

Ten mile trade rider handicap—Won by J. J. Cox (Reading-Standard), 30 seconds; second, Joseph Buckingham (Harley-Davidson), 3 minutes; third, H. W. G. Cox (Excelsior), 3 minutes. Time, 15:00.

Five Events at Sandusky (O.) Fair.

Sandusky, Ohio, had a lively motorcycle meet on the 13th inst., in connection with the Erie county fair. The summary:

Ten mile open—Won by Huntsbery, of Cleveland; second, Tracey, Cleveland; third, Willis, Canton. Time. 11:57.

Five mile open—Won by Fletcher, of Elyria; second, Federkell, Sandusky; third, Willis, Canton; fourth, Studden, Lorain; fifth, Tracey, Cleveland. Time, 6:43.

Miss-and-out, four miles—Won by Fletcher, of Elyria; second, Federkell, Sandusky; third, Willis, Canton; fourth, Studden, Lorain. Time, 5:10.

Fifteen minute race—Won by Federkell, of Sandusky; second, Fletcher, Elyria; third, Willis, Canton. Distance, 11⅜ miles.

Ten mile open—Won by Huntsbery, of Cleveland; second, Willis, Canton; third, Studden, Lorain. Time, 11:50.

OSHKOSH SEES DARK HORSE WIN

"Mysterious Stranger" Drops in on Wisconsin Meet and Grabs Three Firsts—Karl Oaks Best of Locals.

A "mysterious stranger," as he was called by the spectators, arrived in Oshkosh, Wis., on Sunday, 17th inst., in time to give the local speed artists something of a surprise at the Oshkosh Motorcycle Club's "diamond race meet" on the half mile dirt track. He proved to be C. W. Fisk, of Beloit, who has been doing considerable race riding this season in southern Wisconsin, and who has a big bunch of cups as evidence of his prowess. In the four races he entered, he bested his Oshkosh rivals three times and was second in the remaining event. Karl Oaks won the two five mile closed club events and the miss-and-out. A big crowd attended and there was not an accident the whole afternoon. The summary:

Five mile cup race for club members only—Won by Karl Oaks (Harley-Davidson); secand, Clyde Oaks (Harley-Davidson); third, William Koeck (Thor). Time, 6:46⅗.

Three mile novice—Won by Guy Oaks (Harley-Davidson); second, Otto Kernler (Harley-Davidson); third, W. H. Pepper (Harley-Davidson); fourth, Carl Mack (Harley-Davidson). Time, 4:48⅕.

Ten mile, 4 horsepower—Won by C. W. Fisk (Indian); second, Karl Oaks (Harley-Davidson); third, William Koeck (Thor). Time, 13:12⅕.

Five mile race for city championship, club members—Won by Karl Oaks (Harley-Davidson); second, William Woeck (Thor). Time, 6:57⅗.

Two mile miss-and-out—Won by Karl Oaks (Harley-Davidson). Time, 2:48⅗.

Ten mile open—Won by C. W. Fisk (Indian); second, Karl Oaks (Harley-Davidson); third, William Koeck (Thor). Time, 13:15⅘.

Five mile open—Won by C. W. Fisk (Indian); second, Karl Oaks (Harley-Davidson); third, Clyde Oaks (Harley-Davidson); fourth, William Koeck (Thor). Time, 6:42.

Time trials, one mile—Karl Oaks (Harley-Davidson); time, 1:17⅗. Clyde Oaks (Harley-Davidson); time, 1:21⅖. William Koeck (Thor); time, 1:23.

Two Accidents Mar Newark (O.) Meet.

Tumbles in practice and a spill or two during the races were by no means sufficient to cast a damper on the motorcycle speed program given at the fair ground track in Newark, Ohio, on Labor Day. While warming up before the races, Edgar Jones, one of the younger riders, struck a fence. He received a bad cut on the leg

and was taken to the city in an automobile. In the three mile event for belt-driven machines, Byrle Schenck struck the fence, turning a somersault over his handlebars. He scrambled out of the path of following riders, pulling his machine off the track in quick order. An inventory of his injuries showed two badly crushed fingers and a bruised shoulder. Happily all the other races of the day were free from mishap, with Charles McGrew, on a big Yale, taking most of the honors.

The summary:

Three mile—Won by Walter Kussmaul (Indian); second, Jesse Keeley (Indian); third, William Gallagher (Minneapolis). Time, 3:45.

Three mile, belt drive—Won by William Gallagher; second, Hartley Schenck; third, Fred Kelly. Time, 4:10.

Three and a half mile novice—Won by Charles McGrew (Yale); second, Walter Kussmaul (Indian); third, Hartley Schenck. Time, 3:19.

Five mile free-for-all—Won by Charles McGrew (Yale); second, Walter Kussmaul (Indian); third, Hartley Schenck (Excelsior). Time, 7:34.

Miss-and-out—Won by Charles McGrew; second, Walter Kussmaul; third, Fred Kelly. Distance, 2½ miles; time, 3:51.

Ten mile club championship, free-for-all—Won by Charles McGrew; second, Hartley Schenck; third, Walter Kussmaul. Time, 15:11⅕.

Busy Times for Estabrook.

Chairman E. M. Estabrook of the F. A. M. membership committee reports that the new organization literature is now on the press and will be ready for distribution shortly. Officers or others desiring copies are requested to send in requisitions at once. The booklet, "Object and Benefits of the F. A. M.," has been increased in size and will contain 20 to 24 pages instead of 12 as now. The other literature includes, Form 1, "Why Not Organize a Motorcycle Club?" Form 2, "Hints on Club Organization;" Form 5, affiliation blanks, and "How to Affiliate;" Form 6, booklet, "Object and Benefits of the F. A. M.;" Form 7, individual application blanks; Form 8, local club constitution and by-laws.

Five clubs affiliated during the week ending September 9th, with a total membership of 113, as follows: No. 187, Decatur, Ill., M. C., 14 members; 188, Norwich, Conn., M. C., 27 members; 189, Aberdeen, S. D., 12 members; 190, Redlands, Cal., 30 members; 191, Owego, N. Y., 30 members. All are 100 per cent. clubs with the exception of the Redlands organization, which reports that 75 per cent. of their members are affiliated. During July and August 1,257 members were received in the F. A. M., just double the number for the same period of last year.

Chairman Estabrook says:

"Come on in. Get in the swim. The water's fine."

"IMPORTED" STARS AT CLEVELAND

But Kissig, a Local Rider, Shows a World of Speed—Don Klark Wins Fifteen Mile Open.

With "Shorty" Matthews, Don Klark and other "imported" bright lights of the racing firmament on hand, the motorcycle race enthusiasts of Cleveland, Ohio, had a grand afternoon at North Randall Park mile dirt track, on Sunday, 10th inst. Fortune favored the initial "K," as Klark, of Detroit, was triumphant in three events and L. F. Kissig, a local rider, accounted for an equal number. Herbert Huntsbery, of Cleveland, was next on the honor list, with two of the eleven numbers to his credit. The summary:

Five mile novice, 30.50 stock—Won by L. W. Morris (Indian); second, E. H. Tracy (Indian). Time, 5:56⅖.

Five mile club, 30.50 stock—Won by Herbert Huntsbery (Harley-Davidson); second, E. H. Tracy (Indian). Time, 5:50⅗.

Five mile open, 30.50 stock—Won by Matthews (Thor); second, L. F. Kissig (Indian). Time, 4:48.

Five mile, 30.50, belt, stock—Won by Herbert Huntsbery (Harley-Davidson); second, Heintzman (Yale). Time, 6:19.

Ten mile, 55 stock—Won by L. F. Kissig (Indian); second, Herbert Huntsbery (Merkel). Time, 10:15.

Fifteen mile, 61 open—Won by Don Klark (Indian); second, Dan Willis (Indian). Time, 14:00⅕.

Ten-mile club, 61 stock—Won by L. F. Kissig (Indian); second, E. H. Tracy (Indian). Time, 9:06.

Miss-and-out, 61 open—Won by Don Klark (Indian); second, Dan Willis (Indian).

Pursuit race, 30:50 open—Won by L. F. Kissig (Indian); second, Shorty Matthews (Thor). Distance, 26½ miles. Time, 25:06⅕.

Five-mile trade rider, 61 stock—Won by Dan Willis (Indian). Time, 4:38⅕.

Time trials, one mile—Don Klark (Indian), 50 seconds; L. F. Kissig (Indian), 51 seconds; Dan Willis (Indian), 52 seconds; Taylor (Emblem), 55⅕ seconds.

Nelson Wins Five Out of Six.

In two senses it was a "novelty" when Ed Nelson, a native son, was not the winner in the events given at Manitowac, Wis., on Sunday, 10th inst., because of the six races of the day, it was only the two mile novelty race in which he failed to lead the bunch over the line. The other five times it was Nelson first. Nor was it because Nelson did not have some real speed talent to go up against. The promoters of the meet had imported P. Wenk from Chicago, Wenk being one of the Thor racing contingent at the Riverview motordome in the Windy City. But Nelson lead Wenk such a pace that twice the Chicagoan spilled trying to follow him.

The first tumble was in the miss-and-out, when Wenk, who is more familiar with board track work than with dodging soft spots on a gravel curve of a half-mile dirt track, took a slide that jammed his front wheel up against another rider's rear wheel, whereupon Wenk was down. His second bump was at practically the same point in a special five-mile challenge race between himself and Nelson. The latter, as in all his races, had jumped for a big lead at the start, and Wenk went after him so hard that again he took a slide, which tangled his front wheel enough to send him flying out of the saddle for a header. He was picked up, placed in an automobile and hurried to the doctor, but his injuries were found to be not serious and he was able to return to Chicago in the evening. The summary:

Five-mile single cylinder open—Won by Ed Nelson (Indian); second, P. Wenk (Thor); third, Ed Colyar (Indian); fourth, Oestreich (Excelsior); fifth, Karl Oaks (Harley-Davidson); sixth, William Koeck (Thor). Time, 6:23.

Two-mile pie eating novelty—Won by Levanetz (Excelsior); second, P. Wenk (Thor); third, Hammel (Excelsior); fourth, William Koeck (Thor). Time, 3:12⅖.

Five-mile twin open—Won by Nelson (Indian); second, Wenk (Thor); third, Karl Oaks (Indian). Time, 6:17⅗.

Three-mile miss-and-out—Won by Nelson. Time, 3:50⅖.

Ten-mile single cylinder open—Won by Nelson; second, Ed Colyar (Indian); third, Levanotz (Excelsior). Time, 12:49.

Five-mile challenge match between Ed Nelson (Indian), and P. Wenk (Thor)—Won by Nelson. Wenk fell.

Morrison Riders Have Speed Mania.

Earl Brown had one easy victory and one hard fought victory in two motorcycle races at Morrison, Ill., on the 8th and the 13th inst., respectively, against four local rivals. The motorcyclists of Morrison have been holding a series of race meets at the local fair grounds track, with the result that so many of them have become imbued with the speed bug that the local police are busy hauling them to the station for speeding on the streets.

Planning Indiana Racing Circuit.

Circular letters are being sent out in behalf of a movement for an Indiana circuit of motorcycle racing, the headquarters for the plan being in Elwood. The idea is to interest the clubs in Richmond, Peru, Newcastle, Anderson, Marion, Muncie, Kokomo and Logansport, Ind., and the club in Hamilton, O., for a circuit embracing all these cities, with a racemeet in each city once a month during the summer.

Again Another!

¶ At Columbus, Ohio, September 17, a 4 horsepower Harley-Davidson, ridden by William Wells, covered 100 miles in 111 minutes flat,

A WORLD'S RECORD

For a Single Cylinder on a Flat Dirt Track

¶ Out of 20 entries the Harley-Davidson was the first single cylinder to finish, and it defeated eleven double cylinder machines, several of them being 7 horsepower port-holed racers.

¶ Wells, although a new rider, had the pleasure and honor of defeating the very best riders in America—such experts and veterans as Frank Hart, Shorty Matthews, Don Klark, L. S. Taylor, and E. G. Baker.

¶ Incidentally, Billy Wells' Harley-Davidson was the only Harley-Davidson starter.

Enough Said

HARLEY-DAVIDSON MOTOR COMPANY

1051 L Street **Milwaukee, Wis.**

Referees Rule With Iron Hand at Newark Velodrome

Bardgett Gets Assistance from N. C. A.—Clark and Fogler Disqualified for Teaming—Amateurs Also Feel the Whip—Kramer and Blatz Still Hold Their Titles.

Sunday, the 17th inst., saw about as stirring scenes as ever were enacted at the Newark Velodrome. The action began almost immediately with the opening of the day's program, when the preliminary heats in the championship were started. The interest of over 9,000 spectators was centered in the outcome of the one-mile championship race for professionals, the winning of which, considering the approaching end of the season would mean so much to either Frank L. Kramer, the ten times holder of the title, or A. J. Clark, who for three years has been the most serious contender for the honors. Their points in the score stood, previous to this race, at 62 and 50 respectively, with Alfred Goullet in third place, having 29 points to his credit.

Aside from the possibility that was accorded to Clark should the race result in a victory for him, was also the fact that this was to mark the resumption of the professional championship series after a hiatus brought about by the declaration of Manager Chapman, of the Velodrome, that no more championships should be run unless he received assurance that there would be no teaming. The feeling in the situation was further intensified by the presence of three referees, decided necessary by the Board of Control of the N. C. A. at the meeting called for the purpose of investigating recent championship races, particularly those of the 3rd, 4th and 6th inst., in which it was charged that Kramer had flagrantly transgressed the rules and the terms of the contracts with the Velodrome management by teaming with Goullet to such an extent that Clark did not have a chance to win in those events.

In addition, Manager Chapman had stated, presumably for publication, as it appeared in print, that were teaming proved he would request the board to throw out from the championship event the scores of all those races in which the offense was proven, and if found necessary a new series would be run. A rather strong attitude, to say the least, to be taken by a promoter from the point of view of the ports governing body, and that of the riders who competed in the races and were judged and placed and accepted the final decisions of the regular appointed staff of officials with referee included.

At the hearing before the Board of Control on Monday, 11th inst., Kramer admitted to having teamed and it was also pointed out that Clark had been, when the opportunity offered, just as willing to take the risk of incurring the referee's disqualification and the consequent gain or loss as the case might be. After much deliberation it was decided, wisely, that those races could not be tampered with, but in the future, particularly in championship races, that a board of three referees be on duty. Accordingly Walter Bardgett was continued on in the capacity of referee and John Valentine, who for years had officiated at the Velodrome, and Chairman R. F. Kelsey, of the Board of Control, were added. At the track Bardgett was stationed on the home stretch with Kelsey at the tape and Valentine on the back stretch.

It required four preliminary heats and two semi-finals to sift the 39 riders down for the final mile heat in the title race. At the start of the final, with Clark, Lawson, Fogler and Kramer up, they went away slowly in that order and at the completion of one lap Kramer went to the front; they all rode in practically every position until the beginning of the fourth lap, when the positions were: Kramer, Lawson, Clark and Fogler, going slowly and on the bank. Clark, with Fogler close up, suddenly dropped down to the pole and Kramer took a position on Fogler's rear wheel. Clark started to wind up, gradually working up his sprint and keeping close watch for any surprise. At the bell, beginning of the sixth lap, Clark was on his way and Fogler appeared to be hanging on for dear life; when the bell struck, Lawson, who had been trailing, came up abreast of Kramer, and when the latter apparently found there was no getting through an opening, he decided at the half lap to back out and go around Lawson on the outside, but the best the champion could do was to race Lawson to the tape, barely getting the third, with Clark and Fogler one-two. When the referees conferred it was found that Valentine had heard Fogler tell Clark to "go" on the back stretch, and accordingly both were disqualified for teaming and probably rightly so; although it was pointed out that one riding in second position is likely to say something to that effect if by doing so one could improve one's own chances. By many it is claimed Lawson was the real culprit by coming up on the outside at the crucial point and remaining there long enough to prevent Kramer from using his wonderful jump in the last half lap. But here again the riding of Lawson, since that race in other events, shows that he is outclassed by the other three and in all probability was making use of all his ability to finish as well as he did.

In all probability Kramer could have at least taken second had he jumped to the front when the play was first started in the 4th lap and remained there, taking his chances at staving off Clark in the jump for the tape. At any rate, Kramer did not protest the team work; also he may not have made his utmost endeavor to win as he has been in other championship scores on a much narrower margin.

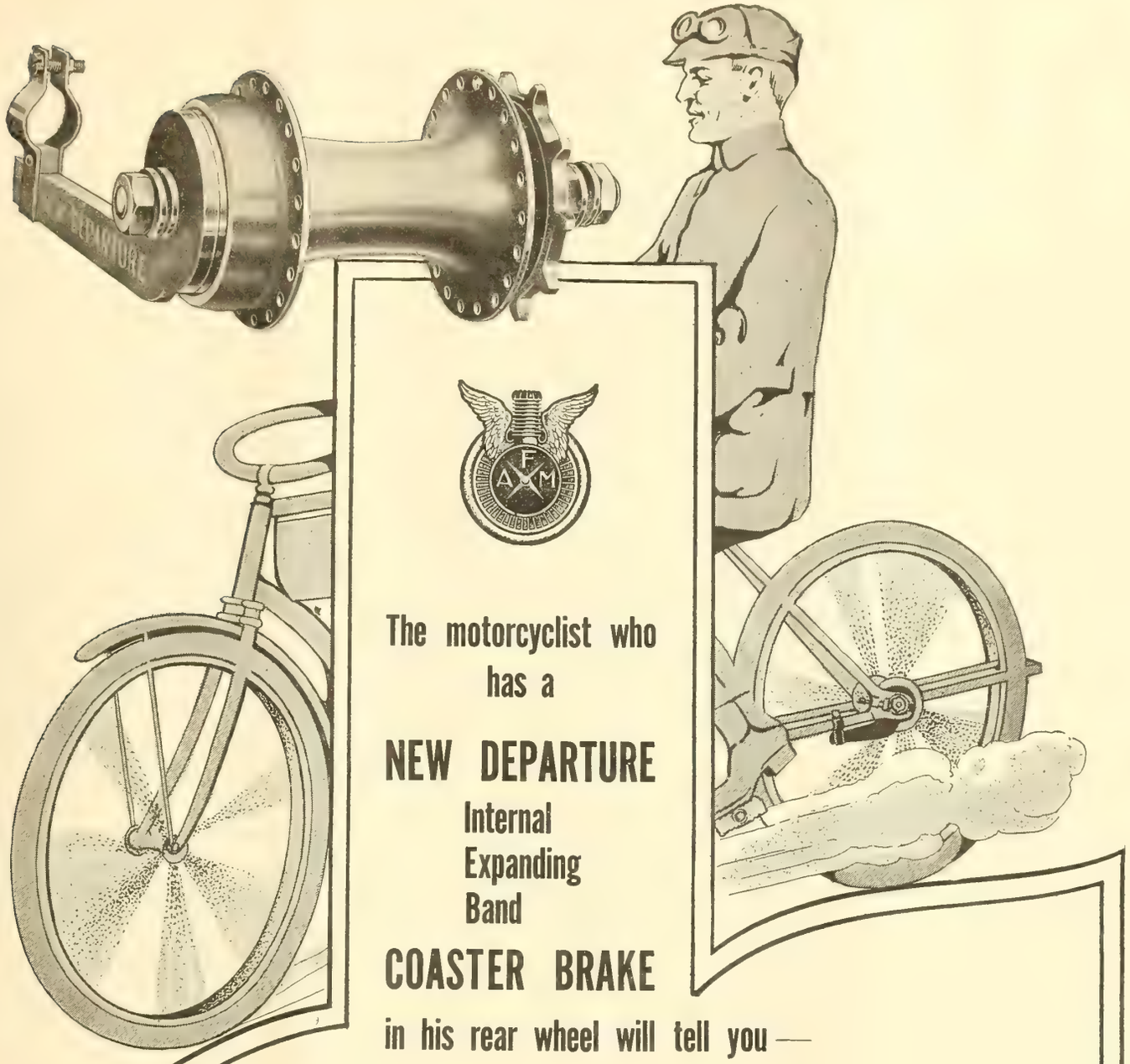
When the decision was announced Clark and Fogler, with the irrepressable Macfarland, manager-mentor for Clark, started a lengthy argument with the referees; ending finally with the decision more firmly rooted, and Macfarland suspended indefinitely and assessed $50 also. Macfarland's peevishness did not appear to result so much from the alleged discovery and punishment of the riders for teaming as it did from the fact that Kramer had admitted teaming, and the Board of Control had, as said before, wisely concluded to pass it over as beyond their power to recall, and that Clark should be the first victim of the evident determined resolve of the officials to put a stop to teaming regardless of whom the offenders may be.

The final and deciding race of the amateur championship, a five-mile event with three pacemakers, was also on the card. Like the professional event, it was destined to see the two leaders over the tape eventually disqualified for teaming.

The standing of the scores in points for the national title for the simon purse was as follows: Blatz (present holder), 14; Loftes, 13; Smith, 11; Cavanaugh, 10; Ericson, 3; Adams, 2; Pendleton, 1, and Pettit, 1. Twenty-five lined up for the start and John Becht, H. F. Abbott and Stanley Carmen alternated in hustling the big bunch around the bowl at a lively clip. Becht proved the best of the trio at this game, being quick on the pick-up and leading the march at a lively tune.

At five laps to go when a change of pace was being made, Ericson jumped out from third position and tacked on to the fresh pacemaker, remaining there to the bell. Shortly before the bell Cavanaugh moved out of the line, and passing Loftes, called to the latter to "get on." Loftes immediately did so and was carried past the intervening riders, and Ericson, into the last turn of the final lap, when Cavanaugh swung up and allowed Loftes to slip through for first, Ericson finishing third.

The call by Cavanaugh, the pull follow-



The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

It is strong to the point of indestructibility.

It has proven it's success.

Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors

ing, and the eventual back-pedaling by him to let Loftes through, were each and every one too glaringly committed to escape, consequently both riders lost their positions at the tape.

In a manner, Loftes was rather severely dealt with as by the disqualification he not only lost the race, but the national amateur championship of the season as well. To this honor he was undoubtedly entitled so far as ability and speed is concerned, as he is by far the best performer in the class on the circuit this season. Just previous to the race, Loftes had told Cavanaugh not to interfere with him or offer assistance, as he felt and knew he had the ability to win on his own merits, and in view of the strict regulations as to teaming Loftes did not desire to have his chances jeopardized.

But it is a generally established fact that these two riders have been over friendly to each other more or less all season, and it appears when the call came, Loftes, on the spur of the moment, probably through force of habit, accepted the proffered, though unnecessary assistance, with the result which he most feared. The decision could not be termed otherwise than a just one, although with such drastic effect. Thus Frank Blatz, with 14 points, by the disqualifications, was moved up from fifth to third position, with a total of 16 points, and awarded the title of national amateur champion for the season of 1912.

The summary:

One-half mile handicap—Won by Alvin Loftes (scratch); second, Anthony Rivello (35); third, Gus Wohlrab (20). Time, 0:57⅗.

One mile national championship professional—Won by A. J. Clark; second, Joseph Fogler; third, F. L. Kramer; fourth, Iver Lawson. Time, 3:06⅘. Clark and Fogler disqualified for teaming.

One mile invitation, professional—Won by Jumbo Wells; second, Charles Stein; third, Floyd Krebs; fourth, Norman Anderson; fifth, Willie Fenn; sixth, Dave Mackay. Time, 2:50⅗.

Two-mile open, novice—Won by A. Reiker; second, Raphael Capadenno. Time, 4:57⅖.

Two-mile handicap, professional—Won by John Bedell (110); second, Worthington L. Mitten (100); third, Jumbo Wells (145); fourth, Peter Drobach (100); fifth, Charles Stein (180). Time, 3:46⅖.

Five-mile national championship, amateur—Won by Alvin Loftes; second, Frank Cavanaugh; third, Carl Ericson; fourth, William Pettit; fifth, Frank Blatz; sixth, Donald MacDougall. Time, 10:46. Loftes and Cavanaugh disqualified for teaming.

Two-mile open, tandem, professional—Won by Root and Fogler; second, Fred Hill and Lawrence; third, Bedell Brothers; fourth, Hehir and Stein. Time, 4:02⅕.

Two-mile motorcycle race, Charles Turville vs. Jimmie Hunter—Won by Hunter. Time, 2:21⅗.

C. R. C. A. ON STATEN ISLAND RUN

Speed Contests and Time Trials at Grant City—Kopsky Proves Fastest in Ten Mile Event.

Starting from Columbus Circle, 58th street and Broadway, at 9 a. m., Sunday, the 17th inst., 35 members, neatly attired in the regulation uniforms of the Century Road Club Association, Eastern Division, attracted much favorable attention as they proceeded in double file down Broadway, New York City, on their run to Grant City, Staten Island.

Pleasant skies, perfect roads and unlimited good humor all contributed to make the occasion most enjoyable. At South Ferry several ladies joined the run and took part throughout. Upon arrival on Staten Island the run was still further augmented by 10 members of the New Jersey Division. All proceeded leisurely to Grant City.

After an hour's recreation the first two of a series of four races for the club championship and a 10 mile unpaced time trial were arranged and furnished some very interesting sport for the participants and entertainment for the spectators. The speed contests finished, a visit to the beach was next in order, and after indulging in the varied pleasures to be found there the return trip to the city was begun, reaching the disbanding point shortly after 6 p. m.

The two mile handicap, with 16 starters, was won by S. Segal (150). time, 4:58; second, H. Lilienthal (40), time, 5:06; third, J. O'Conner (scratch); fourth, J. Kopsky.

Five mile handicap—Won by S. Segal (1 min.), time, 14:02⅗; second, H. Terhune (1 min.), time, 14:03⅖; third, S. Taub (1 min); fourth, M. Cigal (2 min.).

Ten miles unpaced exhibition in competition for Bieregel Trophy, offered for the C. R. C. A. member making the best time of the year for the distance—By Jos. G. Kopsky. Time, 26:37⅖.

Points scored in championship—S. Segal, 10; H. Lilienthal, 3; H. Terhune, 3; J. O'Connor, 2; S. Taub, 2; J. G. Kopsky, 1; M. Cigal, 1.

Houston Prizes Finally Awarded.

According to late advices from Houston, Tex., they have distributed the prizes to the contestants as they finished in the 14-mile bicycle race between that city and Harrisburg, Tex., held Labor Day, under the auspices of the recently organized Houston Bicycle Club. The delay in announcing the winners and awarding the prizes was caused by the receipt of several protests to the effect that some of the riders had accepted outside pace. Upon investigation the protests were disallowed.

This is the first race of the new club and barring the protest, proved highly successful in every particular. Thirty-nine riders competed and unbounded interest was shown in the affair by the large majority of the population of the two cities. A very commendable plan was adopted in the apportioning the prizes. Instead of the usual custom of creating a list with a long string of place prizes, awards were posted for those finishing first, second, third and fourth in the race, and in addition were groups of prizes graded in value to correspond to the relative number of entries of the various makes of bicycles.

The first grand free-for-all prize, a Rambler racer, was won by J. A. Schuddemagen, time, 46:15; second, Charles Culmore, pair Palmer tires; third, Henry Bradshaw, Persons saddle; fourth, Maynard Chance, coaster brake. In the group riding Iver Johnsons, the first prize was an Iver Johnson revolver, won by George Moore; second, Claude Hopkins, pair Indian Head tires; third, R. H. Anderson, coaster brake. Raycycle riders class—Won by Albert Fox, pair Volunteer tires. Worth riders—Won by Burnett Jordan, pair Hartford tires; second, Claud Kaufman, Columbia gas lamp. Superba riders—Won by Lewis Kelsey, pair Diamond Oriental tires; second, Andrew Johnson, Diamond chain. Various special makes—Won by Glen McClanahan; second, Oscar Chance, Whitney chain.

Special time prize—Won by E. Suttles, coaster brake.

Otto Meyer is German Sprint Champion.

Otto Meyer won the 1,000 meter (nearly ⅝ mile) race in the championship of Germany, at Dresden, on Sunday, 10th inst. His time in the final heat was 1:50⅘; the last 200 meters, a distance four feet short of one-eighth mile, was ridden in 0.12⅕. Walter Rutt finished second, being beaten by half a length, with Peter third.

Remarkably fast time was recorded in the sprints of the preliminary heats, as well as in the final. Rutt won the first heat in 2:19⅖; the last 200 meters was ridden in 0:12⅘, with Schuermann and Lorenz second and third respectively in a blanket finish. The second heat was won by Meyer, one-fifth of a second faster than the final, 1:50⅗, and the sprint from the bell in exactly the same as the final, 0:12⅕, Arend and Wagner second and third by inches. Peter, Henri Mayer and Schilling finished in that order close up in the third heat, in 2:04⅖, the sprint in 0:12⅖.

C. R. C. of A. Announces Century Run.

The Century Road Club of America, New York State division, announces its annual fall century run, to be called at 7 a. m. Sunday, October 1st. Rain date October 15th. Start will be made at the Park Plaza, Brooklyn. Fred E. Mommer will officiate as pacemaker of the fast division and Emile E. Fraysse will act in that capacity for the slow division. Entry blanks and particulars can be had of dealers or from the chairman of the century run committee, Emile E. Fraysse, 790 Ninth avenue, New York.



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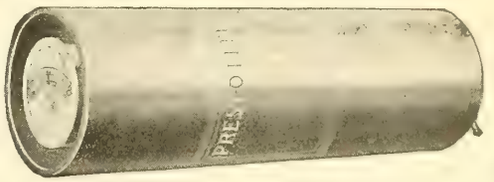
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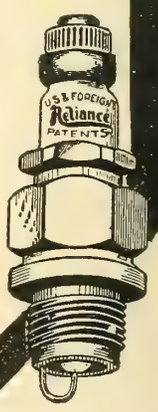
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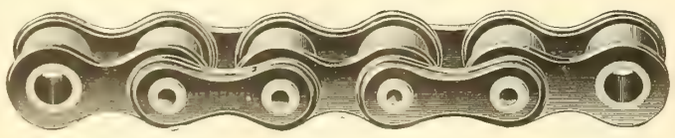
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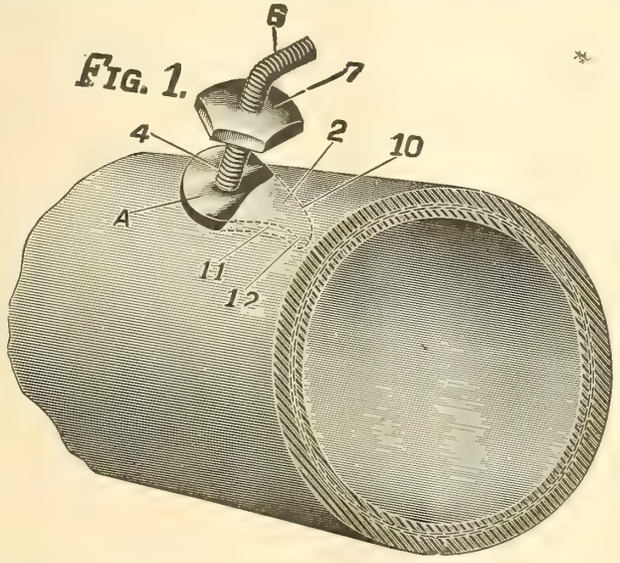
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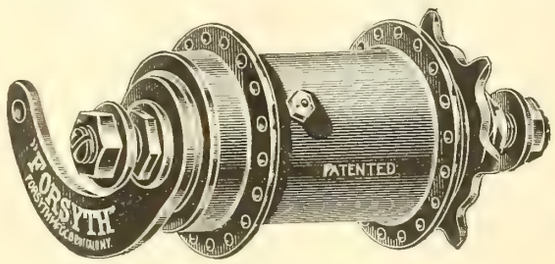
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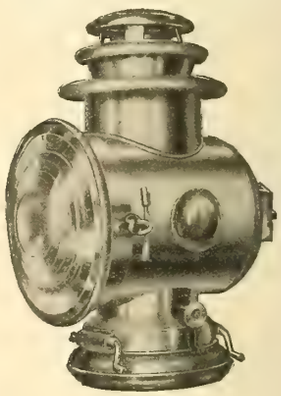
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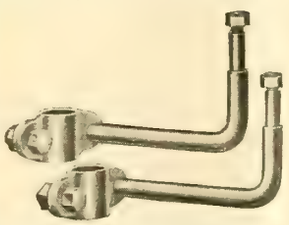
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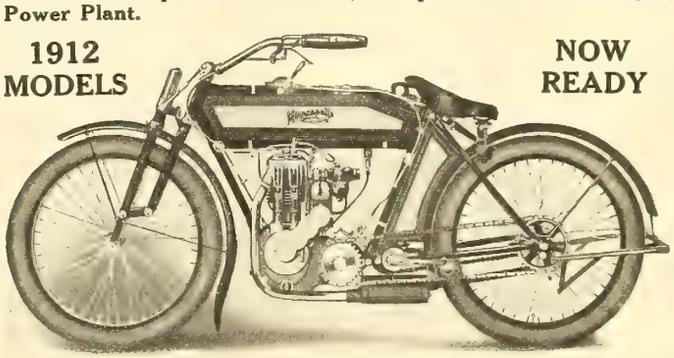
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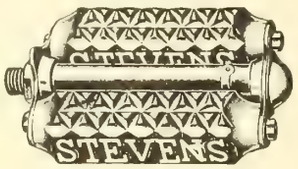
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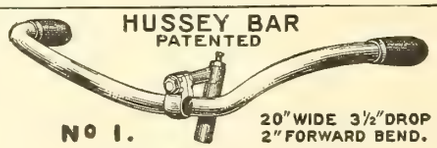
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Agents Indian Motorcycles.
All kinds motors repaired and sold.

NEWARK, N. J.

Newark Distributors of
MERKEL MOTOR CYCLES
Repairs, Supplies and Storage.
Belmont Cycle Co.
H. F. SCHNELL 345 Broad St.

NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing Everything for Motoring
H. JEHLE, 407 Halsey Street.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipment

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat

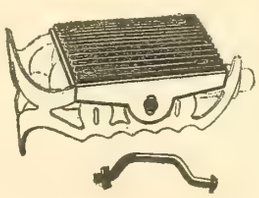
1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers

Model "A" Merkel-Light at $150

Write for catalogue and discount.

F. A. BAKER & CO.
10 Warren St. NEW YORK

THE WALD PEDAL RUBBER
is a Leader sold by all Leading Jobbers and Dealers. Rubber cover on steel plate, 3-16 thick, 1⅝ wide and 2⅞ long.
Wald Mfg. Co.
Sheboygan, Wis.



SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

NEW YORK SPORTING GOODS CO.
BICYCLE GOODS
Motorcycle Supplies
We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.
NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York

25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

ESTABLISHED 1844.
SCHRADER
UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30, 1895.
The Standard American Valves for Automobile, Bicycle & Vehicle tires
Manufactured by
A. SCHRADER'S SON, INC.
28-32 Rose St. New York, U.S.A.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

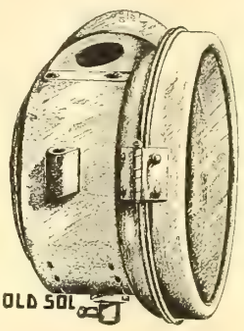
Diamond
MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

"USERS KNOW"

THE DIAMOND RUBBER CO.
Akron, Ohio



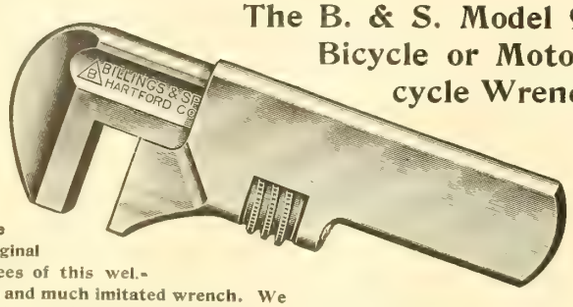
"OLD SOL"

SEND FOR NEW LAMP AND HANDLEBAR CHART

Shows all 1912 Model "Old Sol" Lamps properly arranged on every make of motorcycle.

Hawthorne Mfg. Co., Inc.
BRIDGEPORT, CONN.

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

Safest **Strongest** **Surest**

The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

SUPPLIES

CYCLE
MOTORCYCLE
AUTO
MACHINISTS'

WE specialize on prompt and full shipments. Our catalog on

Cycle and Motorcycle Supplies

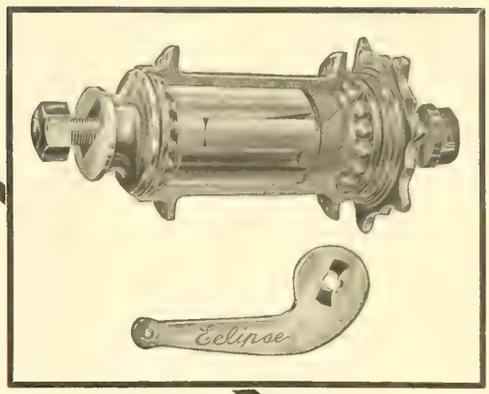
is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

THE screw, the wedge and the lever are combined in the

ECLIPSE COASTER BRAKE



to give a uniformly expanding brake shell against the hub shell. The result is the largest and most effective braking friction that has ever been obtained in a bicycle coaster brake.

¶ In coasting there is no friction or drag, the hub coasting free on our perfectly designed bearings, which allow of a full row of the highest grade 1-4 inch balls. An arm is provided with each brake.

¶ Here is our address as given by a customer:

After 10 days, return to
T. E. Bond ..... PORT JERVIS, N.Y.
..... SEP. 8-11
PORT JERVIS, N. Y. 6 — A.M.

Eclipse Machine Co
Elmira
N Y
Mfrs of the Best Brake on Earth

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

LICENSED COASTER BRAKE MANUFACTURERS

Thor Service

There may be other motorcycles manufactured in the country that the producers claim will give as good service as the Thor IV, but do they? That is the question.

It isn't what a motorcycle can do, but what it really does that counts in a business like this, or in any other business for that matter. Service is the biggest thing in the world, whether you want a gallon of gasoline or a pound of sausage, and Thor Service is guaranteed.

The business graveyard is full of broken promises, words of honor, promised co-operation, agreements to deliver. Hell is paved with good intentions that never made good.

Only the man who has the motorcycle that does just what he says it will do is entitled to hold his head up and say, "I am entitled to your business; I sell Thor and guarantee it to make good."

Thor Motorcycles are making good in all parts of America from the far Northwest to the Everglades of Florida.

If you, Mr. Reader, doubt this, give us a chance to make good. We have the motorcycle that in a reliability contest, if it doesn't win, it has to be beaten. We build this Thor IV with the best material and the finest factory equipment in the land, run by regular high class mechanics. The result is sure, a high grade motorcycle that does give Service. All that any motorcycle can do is run and the Thor IV does this more consistently than any other.

It is an admitted fact that the Thor IV costs considerable more money to manufacture, but the final result is worth it. We are proud of our work and want you to know it.

If you are a live hustling fellow and think you could sell a high grade motorcycle in your community write us today. Time soon passes and time is money to the Thor dealer. Get a hustle on now and let's hear from you regarding the Thor Agency for 1912.

The Thor catalogue is a guide to every motorcyclist. Send for it.

AURORA AUTOMATIC MACHINERY CO.

1307 Michigan Ave. Department 8 CHICAGO, ILL.

$2.00 a Year : : : 10c. a Copy

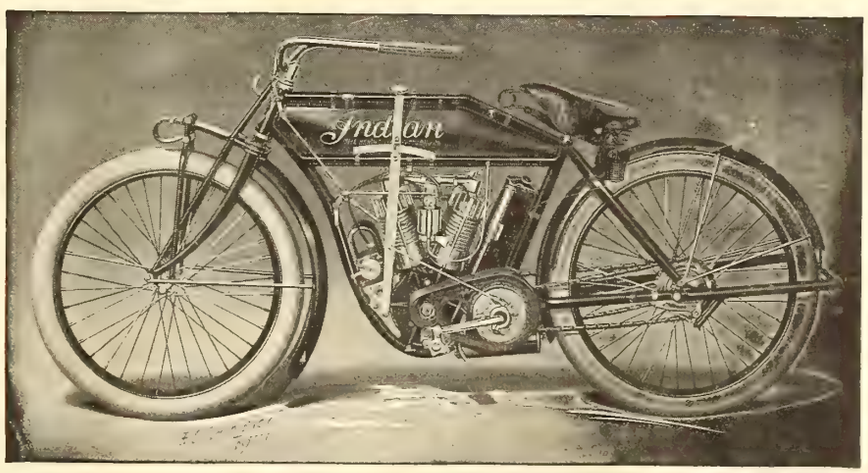
THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Ten Years of honest building, truthful representations and demonstrated results is The Guarantee

The Indian

offers to discriminating buyers. It insures you against disappointment.



Tried Quality

Tested Efficiency

Send for Free Illustrated Catalogue B.

THE HENDEE MANUFACTURING CO., Springfield, Mass.

CHICAGO SAN FRANCISCO LONDON

New York, N. Y., Saturday, September 30th, 1911

United States Tires

clean up everything in the Trio Endurance Runs.

With a remarkable exhibition of trouble-proof tire service, UNITED STATES TIRE users cleaned up every trophy awarded in the three 150-mile Trio Trials from New York to Newburg and return.

The only two perfect score medals, the three "one-make" team cups and the coveted Fleming trophy for club contestants all went to riders on UNITED STATES MOTORCYCLE TIRES.

Here is the Roll of Honor:

Perfect Score Gold Medals

Won by Meinell	Merkel	on UNITED STATES TIRES
Molin	N. S. U.	on UNITED STATES TIRES

"One-Make" Team Cups

Won by Meinell	Merkel Team	on UNITED STATES TIRES
Schultheis		on UNITED STATES TIRES
Buechner		on UNITED STATES TIRES

Fleming Trophy for Club Team

Won by Hoffman	Merkel	on UNITED STATES TIRES
Siemsen		on UNITED STATES TIRES
Ashley		on UNITED STATES TIRES

This overwhelming victory of UNITED STATES TIRES so closely following their brilliant records in the Lake District Endurance Contest and at the Riverview Motordrome track, only confirms what 80% of the American riders already know from experience — that UNITED STATES TIRES are unquestionably

the most reliable tires in the world.

UNITED STATES TIRE COMPANY

Broadway at 58th Street
New York

Kokomiles save Kokomoney for the Rider and make Kokomoney for the Dealer!

Kokomiles are those myriad miles of satisfactory service that are given by

Kokomo Tires

Again we ask:

"Are you profiting by what we offer you in Kokomo Tires?"

For instance:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

NORTH, EAST, SOUTH AND WEST

have put the

FLANDERS "4"

to the test.

NO DISAPPOINTMENT

THEY FIND IT TO DO MORE THAN WE CLAIM

When you satisfy a man beyond his expectations you are doing wonders. Yet that is what we are doing with the Flanders "4."

POSTAL TELEGRAPH

NIGHT LETTERGRAM

3 ON KN 48 N.L.Paid. 8.15 A.M.

San Francisco, Calif., Sept., 22, 1911.

FLANDERS MFG. CO., Pontiac, Mich.

Flanders sample received. We wish to extend sincere congratulations on successful culmination of your efforts. The machine far exceeds expectations and will prove sensation of the year. Wire our Los Angeles House exact date you will ship both carloads also how many motorcycles you can ship in October.

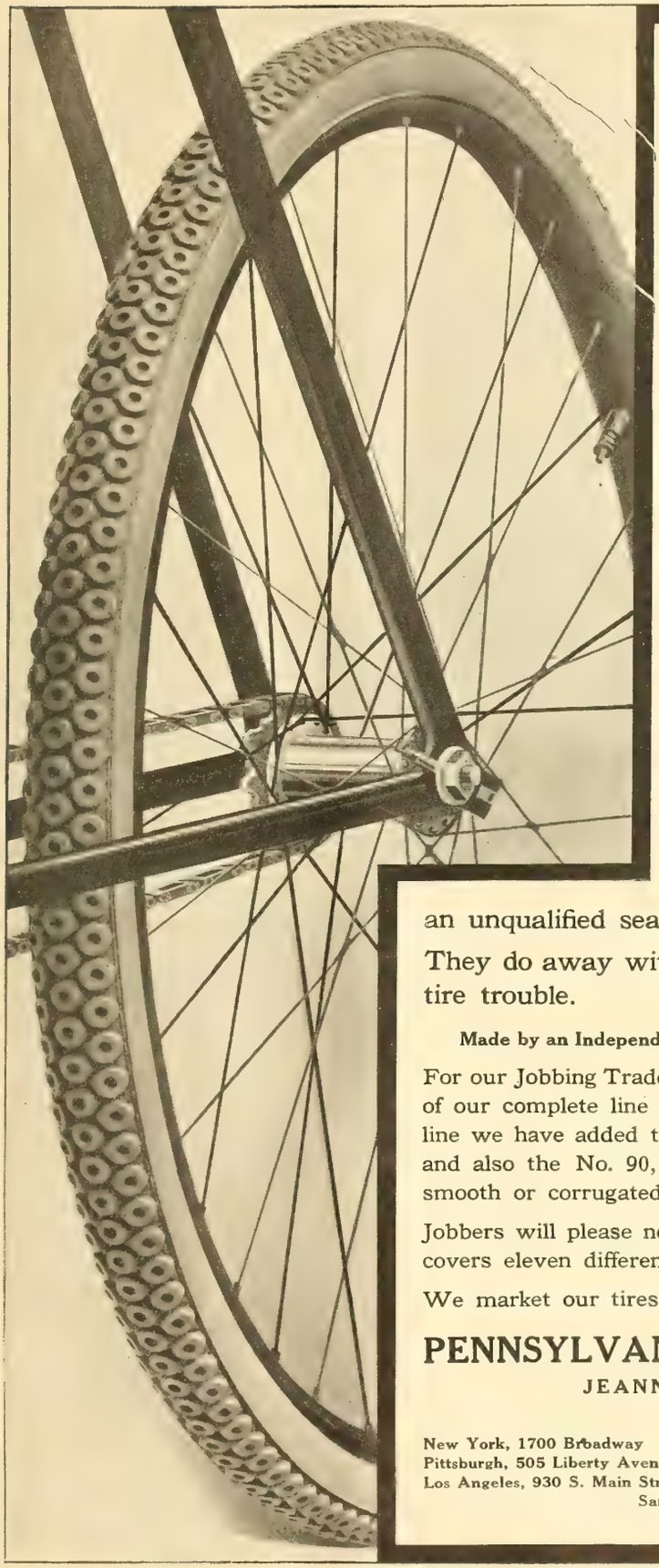
EDWIN F. MERRY.

Remember It's the Flanders "4"

$175 With Magneto

What will you do if you have not secured the exclusive sale of the Flanders "4" in your town?

FLANDERS MANUFACTURING CO., Pontiac, Mich.



These **tires carry an** *Unqualified Season's Guarantee* **and absolutely prevent side-slipping.**

Pennsylvania VACUUM CUP Bicycle Tires

They exert a *vacuum hold* on wet and slippery pavements. Skidding in any direction is impossible. The triple row of cup-shaped knobs is molded on a tread of regular thickness, which means extra long service. Puncturing is extremely rare.

These tires are so well made and of such fine material that we give an unqualified season's guarantee with each.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company. Sold by Independent Dealers.

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular-priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high-grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

PENNSYLVANIA RUBBER COMPANY

JEANNETTE, PENNSYLVANIA

BRANCHES:

New York, 1700 Broadway
Pittsburgh, 505 Liberty Avenue
Los Angeles, 930 S. Main Street
Minneapolis, 917 First Avenue, S.
Detroit, 247 Jefferson Avenue
Chicago, 1004 Michigan Avenue
San Francisco, 512 Mission Street

The Announcement You Have Been Looking For

Owing to the remarkable demand for

The New R-S

we are now running our factory full time on 1912 Models, will begin delivery on November first, and are now closing 1912 agency contracts.

THREE MODELS FOR 1912

R-S Single, Service Model	**$225**
R-S Single, Tourist Model	**$250**
R-S Twin, Model T-12	**$290**

The Tourist is the successor of the 1911 Single with all the features that made that machine the leader in 1911 still further developed and perfected. Among these exclusive features we note two distinct brakes, two oiling systems, real shock absorbing seat post, adjustable foot rests, two compartment gasoline tank, combination hand and foot operated belt control, ball bearing motor with interchangeable mechanically actuated valves, removable steel luggage carrier and tool box. Motor 30.45 cu. in., 4 H. P., Bosch magneto, flat belt drive. **Price $250.**

The Service Model is, as its name implies, built for hard service without some of the comforts and conveniences of the Tourist model, but with all the equipment of magneto singles of other makes, with the additional features of ball bearing motor and shock absorbing seat post. Motor 30.45 cu. in., 4 H. P., Bosch magneto, flat belt drive. **Price $225.**

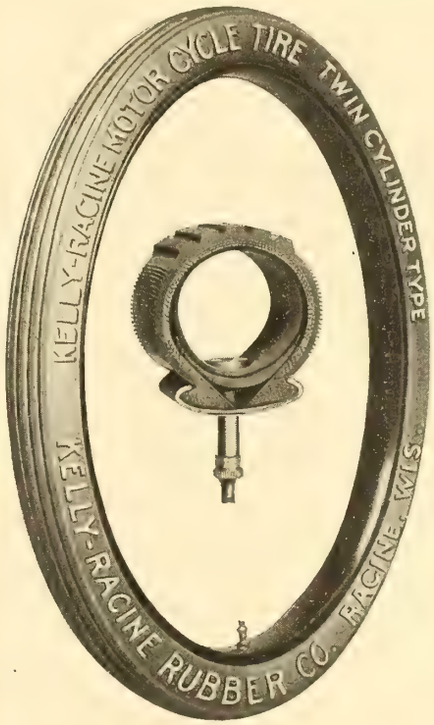
The R-S 7 Twin is identical in frame and equipment with the Tourist model but provided with a 61 inch, 7 H. P., twin motor, chain drive and the most powerful brake ever put on a motorcycle in addition to the usual hub brake. Motor 7 H. P., Bosch magneto, chain drive. **Price $290.** With multiple disc free engine clutch, **Price $300.**

WRITE TO-DAY FOR ADVANCE CATALOGUE GIVING FULL DETAILS
We Are Now Closing Agency Contracts for Established Dealers Only

READING STANDARD COMPANY
310 Water Street **READING, PA.**

Kelly-Racine Twin Cylinder MOTORCYCLE TIRES

Built for Business



Absolutely Non-Skid

For Heavy Duty and **Long Service**

This tire is a compound of pure Para rubber, the finest grade of Sea Island cotton and BRAINS. It is built on regular cores, the same as motor car tires, and the same kind of a tire-machine, thus insuring absolute uniformity of construction.

We are believers in the motorcycle business and we are contributing to its advancement in offering to it the finest kind of tire equipment that experience, skill and the resources of the most modern tire plant in the world can produce.

The Kelly-Racine Rubber Co. is closely identified with the motorcycle industry and will specialize in its requirements.

We recommend without reservation the Kelly-Racine Twin Cylinder Motorcycle Tire.

KELLY-RACINE RUBBER COMPANY, Racine, Wis.

It's Consistency That Counts

About a year ago a 4 H.P. single cylinder EMBLEM MOTORCYCLE established a 100 miles world's record for belt driven motorcycles on a dirt circular track—in competition against machines twice the power. The time for that 100 miles—made by L. S. Taylor—was 111 minutes. **That record has never been broken.**

"IN THE LONG RUN"

On Sunday September 17th, 1911, the EMBLEM MOTORCYCLE again demonstrated its staying qualities—ITS CONVINCING CONSISTENCY—by winning the 100 miles Free-for-all race at Columbus, O.—in gruelling competition against some of the fastest machines and nerviest riders in America. Not only did a belt drive Emblem win this race, but its rider, George Evans, broke the former world's record of 105 minutes. Evans covered the 100 miles in 102 minutes 9 2-5 seconds. Another Emblem finished fourth after losing 10 minutes through a punctured tire.

Such consistent performance is assured every rider of an Emblem Motorcycle. Dealers are assured satisfied customers. We are closing 1912 territory. Better write today.

EMBLEM MANUFACTURING COMPANY, Angola, Erie County, N. Y.

Member Motorcycle Manufacturers' Association



How to Satisfy Your Customers and Make Money

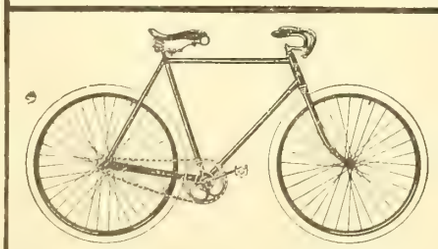


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

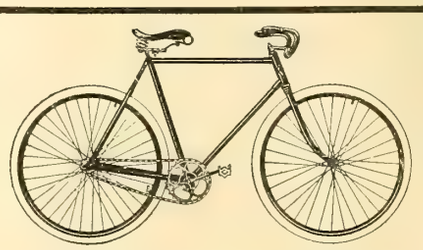


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.

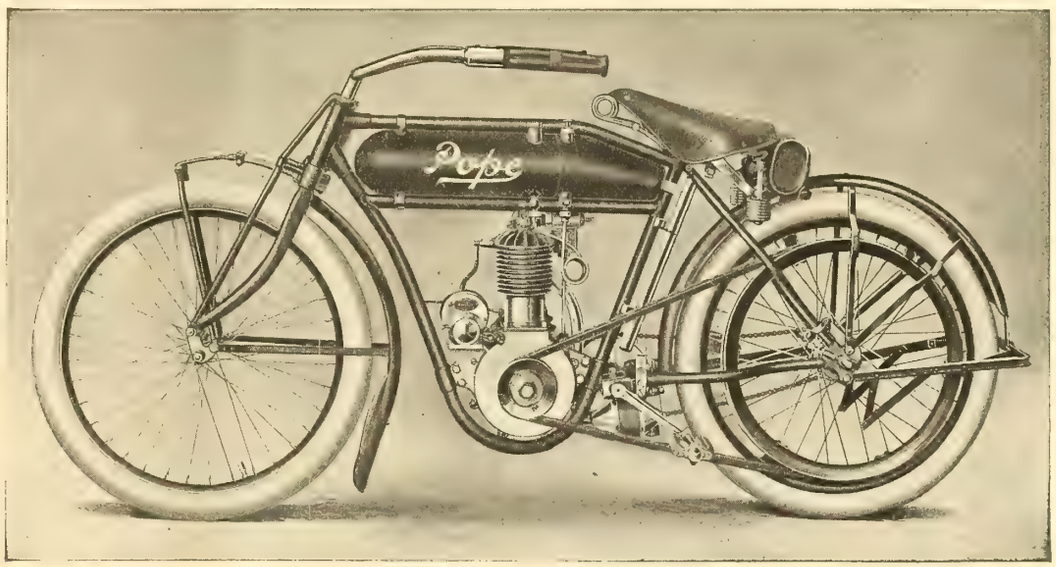


Your 1912 Motorcycle Contract

THIS IS THE TIME TO CLOSE IT

Make It a Big Order for Pope Motorcycles

The rush for Pope Motorcycles is now on and things are humming in our big plant at Westfield, Mass. Pope Quality at the Pope Price has shown dealers the way to big sales.



Let us book you for a big, broad motorcycle business. Don't putter along with a limited sale of high-priced machines. Line up with the changed conditions and get in on the big profits.

The Pope Motorcycle Is a Great Success

quite aside from the fact that it undersells all of its predecessors and offers more for the money than any other machine on the market.

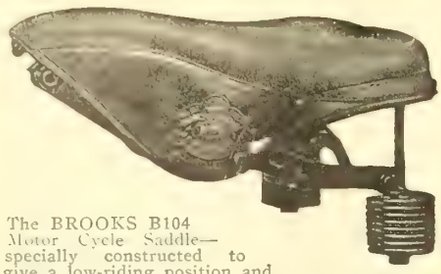
It is in every way worthy of the name Pope and with our endorsement, you may be sure of satisfied customers. We have heard from hundreds of pleased dealers.

Our Traveling Men Are Now on The Road

and one of them will call for your order, but should he be too long in coming, don't wait. Write us direct regarding the best motorcycle proposition ever made to dealers.

The Pope Manufacturing Company

HARTFORD, CONNECTICUT



The BROOKS B104 Motor Cycle Saddle—specially constructed to give a low-riding position and made either with plain or padded top.

In the World of Wheels there is no name with a higher reputation than that of

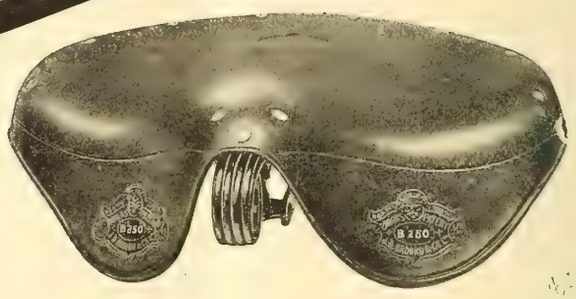
BROOKS

and—

The simple act of comparison between the saddle that bears it and the others, will immediately reveal the BROOKS superiority. Remember, the original and only genuine compound-spring saddle—the BROOKS—is the only saddle that can embody the BROOKS Compound Springs, which springs entirely absorb vibration within themselves and ensure an absolute immunity from the common fault of bouncing—other springing systems may have some virtues, but they invariably fail in the matter of that compensating action so essential to the rider's ease and comfort— And what think you will your customer think of that?

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, England

Distributing Agents for U. S. A.—THE D. P. HARRIS HARDWARE CO., 48 Warren St., New York



The BROOKS B250 Motor Cycle Seat—designed for machines of the non-pedalling type. Made either with plain or padded top.

"Pretty Soft!" Yes, indeed. That's the way they are intended to be. Those big, generous, easy rubber cushions, with deep corrugations are a distinguishing feature of the

No. 3 Standard Motorcycle Pedal

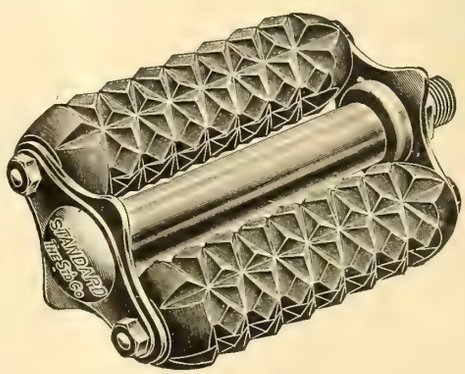
They are velvet to the feet. The pedals sell for $3 per pair.

SEND FOR DESCRIPTIVE CIRCULARS

Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

THE STANDARD COMPANY

Torrington, Conn.



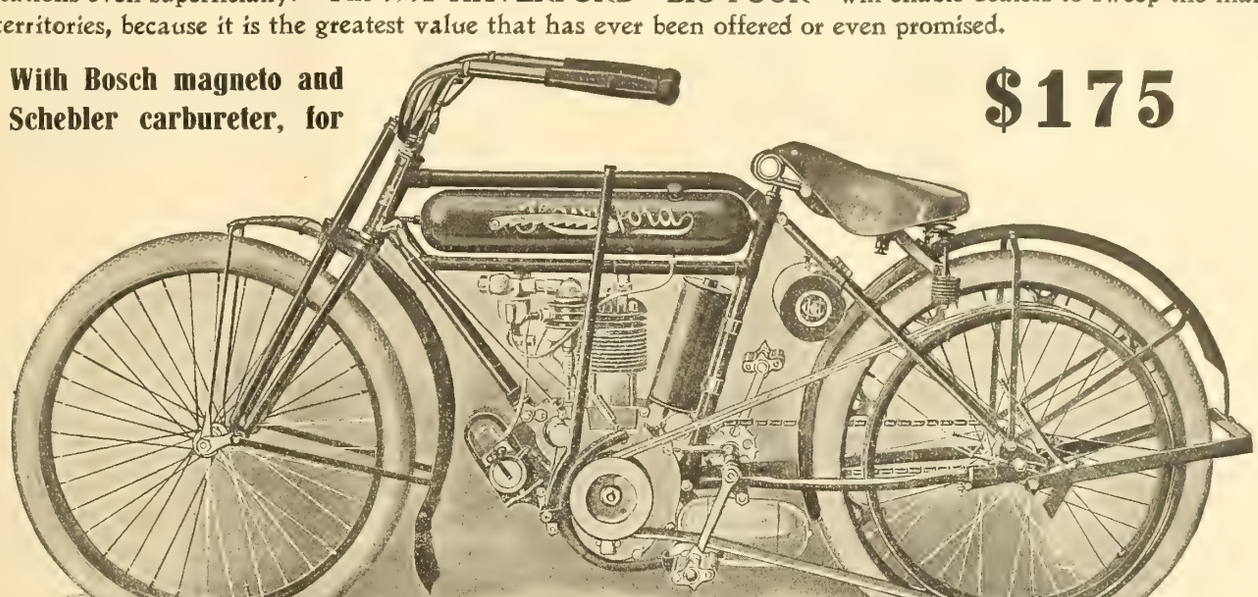
HERE IT IS!

HAVERFORD "BIG FOUR"

To appreciate the sensational nature of this 1912 announcement, dealers and riders have only to go over the specifications even superficially. The 1912 HAVERFORD "BIG FOUR" will enable dealers to sweep the market in their territories, because it is the greatest value that has ever been offered or even promised.

With Bosch magneto and Schebler carbureter, for

$175



Getting directly to the facts, so that you can judge for yourself, the HAVERFORD "BIG FOUR" at $175 has the following features:

THE MOTOR is "long stroke," in accordance with the most advanced motorcycle practice. It is 3¼-inch bore by 4-inch stroke, and develops more than a full 4 horsepower. It is roller bearing and has an aluminum crank case. It is vertically mounted and in every way accessible.

IGNITION is by Bosch high tension magneto, the most expensive and the most satisfactory magneto that is obtainable.

CARBURETER is the Schebler Model "H," the Schebler being the type of carbureter used on the most powerful automobiles. The Model "H" has been shown to be as perfect a motorcycle carbureter as can be obtained.

TRANSMISSION is by flat, double-thick, endless leather belt, 1¾ inch wide, with spring tension hand-operated idler, having ball bearing belt pulley.

SPRING FORK has leaf spring suspension, the most popular and comfortable suspension ever devised for motorcycles. The fork itself is of the truss pattern, insuring maximum strength. Four leaf springs are provided, with new clip to prevent rebound breakage.

SADDLE is the Persons "Champion." The Persons reputation in saddle making is well known, and the "Champion" model is the Persons biggest and best.

WHEELS are 28 inches in diameter.

TIRES are 28 x 2½ inch, studded tread.

CONTROL is from the handlebar grips through levers; right side is throttle, left side is spark. The handlebar has 3-inch rise and 14-inch back sweep, and has Rough Rider long rubber grips.

GASOLINE CAPACITY, 1½ gallons.

OIL CAPACITY, 1½ quarts.

LUBRICATION by force feed pump.

GUARDS, three sections, extra wide, enameled; detachable at the rear; leather splasher flap on the front.

STAND is attached to rear jaws. Swings up and latches automatically when not in use.

WHEELBASE, 54 inches.

GEAR RATIO, 5 to 1 with flat belt.

WEIGHT, 160 pounds.

TOOLS include pump, wrench, screwdriver and tire repair outfit contained in metal tool box.

FINISH, Royal Blue.

SPEED, 5 to 55 miles per hour.

PRICE, $175.

Prompt action is what will best serve in getting the agency for the HAVERFORD "BIG FOUR" in any given territory. We are closing the 1912 agencies now, and we are commencing deliveries now. Furthermore, we are protecting every one of our agents on deliveries, and will take no more agents' contracts than we can fulfill. This means that promptness is vital to the agent who wants to handle this splendid $175 "Big Four." Retail buyers who want their machines right away and have no agents in their territory as yet, can obtain the HAVERFORD "BIG FOUR" for $175 f. o. b. Philadelphia, properly packed and crated for shipment according to their instructions. The terms are one-fourth cash with order, the balance C. O. D. or sight draft attached to bill of lading.

THE HAVERFORD CYCLE COMPANY, 825-827-829 Arch Street, Philadelphia, Pa.

BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.

Thor Service

There may be other motorcycles manufactured in the country that the producers claim will give as good service as the Thor IV, but do they? That is the question.

It isn't what a motorcycle can do, but what it really does that counts in a business like this, or in any other business for that matter. Service is the biggest thing in the world, whether you want a gallon of gasoline or a pound of sausage, and Thor Service is guaranteed.

The business graveyard is full of broken promises, words of honor, promised co-operation, agreements to deliver. Hell is paved with good intentions that never made good.

Only the man who has the motorcycle that does just what he says it will do is entitled to hold his head up and say, "I am entitled to your business; I sell Thor and guarantee it to make good."

Thor Motorcycles are making good in all parts of America from the far Northwest to the Everglades of Florida.

If you, Mr. Reader, doubt this, give us a chance to make good. We have the motorcycle that in a reliability contest, if it doesn't win, it has to be beaten. We build this Thor IV with the best material and the finest factory equipment in the land, run by regular high class mechanics. The result is sure, a high grade motorcycle that does give Service. All that any motorcycle can do is run and the Thor IV does this more consistently than any other.

It is an admitted fact that the Thor IV costs considerable more money to manufacture, but the final result is worth it. We are proud of our work and want you to know it.

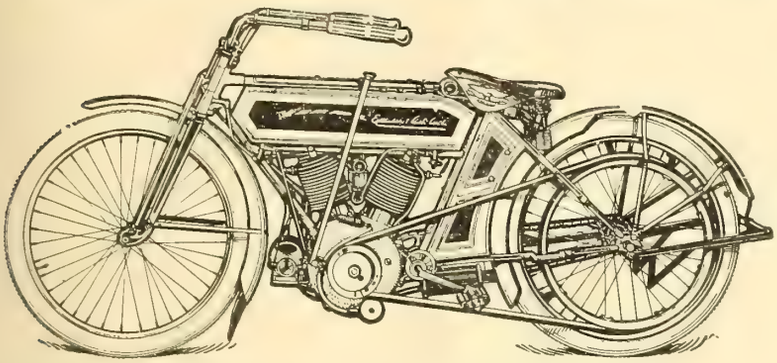
If you are a live hustling fellow and think you could sell a high grade motorcycle in your community write us today. Time soon passes and time is money to the Thor dealer. Get a hustle on now and let's hear from you regarding the Thor Agency for 1912.

The Thor catalogue is a guide to every motorcyclist. Send for it.

AURORA AUTOMATIC MACHINERY CO.

1307 Michigan Ave. Department 8 CHICAGO, ILL.

A CHAMPION RIDES A CHAMPION



1912 Excelsior, De Rosier Riding, Cuts Champion's Own Record

De Rosier, the world's champion motorcyclist, road a 1912 Excelsior at the Riverview Park Motordrome, Chicago, on Sept. 17, and slashed two seconds off his own world's record. A gradual process of elimination convinced the world's most famous motorcyclist that the 1912 Excelsior was the ONLY machine worth considering.

Here's what the Excelsior has done this season:

On August 19 it cut 3 mile record to....2:02⅖
On August 19 it cut 5 mile record to....3:28⅖
On August 26 it cut 1 mile record to....0:40⅕
On August 26 it cut 2 mile record to....1:24
On September 2 it cut 2 mile record to....1:22⅖
On September 17 it cut ⅝ mile record to....0:23⅕

Above records made in competition

The 1912 Excelsior is the best general service machine on the market. De Rosier's record proves that its amazing speed possibilities make it the logical machine for you to buy.

Twin Cylinder, Magneto, Formerly $310, now....$250
Single Cylinder, Magneto, Formerly $250, now....$225
Single Cylinder, Battery, Formerly $225, now....$200

Write today for Excelsior literature

EXCELSIOR SUPPLY COMPANY, 2256 Union Avenue, Chicago, Ill.

EDWARDS-CRIST CO., Chicago Agents, 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.

W. H. WHITSELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Cal.

MEAD AUTO-CYCLE CO., Western Distributor, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

PITTSFIELD

Motorcycle Spark Coils

Have Never Been Equalled

MADE very different from other spark coils, the Pittsfield have always stood alone in both service and durability. They are wound in the most careful manner by machinery especially made for the purpose, and the wonderfully effective insulation makes the coils absolutely moisture proof.

The solid insulating compound with which Pittsfield coils are impregnated holds the windings securely and vibration has no effect whatever upon them.

Motorcyclists who use these coils are not troubled with misfiring in their cylinders. **Equip with a Pittsfield Spark Coil and notice the improvement in your ignition.**

PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—* New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42d St. New York City. Central States, K. Franklin Peterson and H. V. Greenwood, Room 921, No. 122 So. Michigan Blvd., Chicago, Ill.; * Ogden W. Brown, 218 W. Lake St., Chicago, Ill. * Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco and Los Angeles, Cal. * Canada, Russell Motor Car Co., West Toronto, Canada. * Full line carried.



Write for Catalog on Coils and the famous Jewel Mica Spark Plugs.

Swift Happenings Labor Day
Goodyear Motorcycle Tires Make Big Showing

Races all over the country won by these top notch tires. Most of the victories due to the magnificent endurance and speed-supremacy of Goodyear BLUE STREAKS. Studded Treads also make big showing.

History is repeating itself in rapid-fire succession.

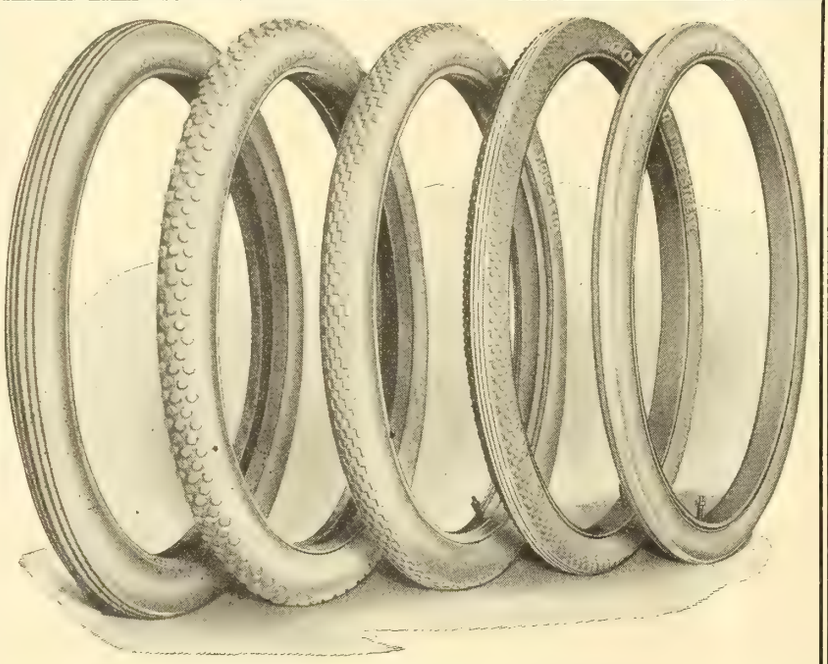
What Goodyear Motorcycle Tires did on Decoration Day, they **repeated** on Labor Day when Goodyear BLUE STREAKS, the fastest racing tires in the world, showing a clean pair of heels to every other make, **won practically every big event in the country.**

We have embodied within this ad a **mere handful** of the **tell-tale telegrams.**

In substance, these telegrams tell the Goodyear story as completely as though spread through an inch thick volume.

They tell of **Maximum Speed**—of a flexible resiliency found equaled in no other tire. This is due to the no-cross-thread weave of the Goodyear Fabric, and the rubber which is the best that can be produced.

They tell of **Maximum Strength**—the result of treads **thicker** than all other treads, tires **larger** than most others, hence with a larger shock absorbing area, tire building **methods** far in advance of those used in common tire construction.



Five Great Motorcycle Tires

1—Goodyear CORRUGATED TREAD TIRES—for average give and take road. 2—Goodyear STUDDED Tread Tires—for mud, sand, snow and ice. The great endurance run tire. 3—Goodyear NON-SKID Tires—the ideal slippery pavement tire. 4 and 5—Goodyear BLUE STREAK RACING TIRES. Hold all world's records. Read below a few Labor Day achievements.

A Few September 4 Achievements

Indianapolis, Ind. State Championship won by Baker, who breaks 5 mile record on ½ mile track. **Blue Streaks**, of course.

Baltimore, Md. First and Seconds in all events at Bennings Park won by Blue Streaks and Studded Treads.

Portland, Maine. **Blue Streaks** make new 5 mile records in Old Orchard Track.

Seattle, Wash. 100 mile race won by regular stock tires.

Detroit, Mich. Blue Streaks win 3 first, 1 second.

Lima, Ohio. Matthews, equipped with **Goodyear Blue Streak** Motorcycle Tires, won all important events at Lima and Kenton. Same tires for all races.

Tampa, Fla. **Blue Streaks** win 3 out of 6 races.

Savannah, Ga. Shrivalle and Hodge win first prizes in twin and single cylinder classes. Both motorcycles equipped with **Goodyear Blue Streaks.**

. See next week's ad for Underhill's big 1,140 mile no-tire-trouble grind from Chicago to Morris Plains, N. J., on GOODYEAR MOTORCYCLE TIRES.

And they tell of higher grade, more conscientious **workmanship**—that of **past-masters** in the tire-building art, men who have been building auto tires for over 13 years, hence **know the best methods.**

For Goodyear Motorcycle Tires are in reality small Goodyear **Auto** Tires. They are built by the **same** process, by the **same** experts and from the **same** high grade materials that combined in making the Goodyear No-Rim-Cut Auto Tire what it is today—conceded to be the most successful auto tire in existence.

Yet with all this EXTRA speed, strength and endurance you don't **pay** extra **for** it; because Goodyear Motorcycle Tires cost no more than any standard make tire.

Since in other standard tires you **pay** the price of Goodyear **Quality,** why don't you be sure of **getting** it by insisting on Goodyear **Tires?**

One for every road condition. See description above. For complete details—

Send for "Tires of Old War Horse." It's **FREE.**

GOODYEAR
Motorcycle Tires

THE GOODYEAR TIRE & RUBBER CO., Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits (412)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, September 30, 1911. No. 2

COLORED LIGHTS TO INDICATE SPEED

California Inventor Gives New Twist to Old Scheme and Is Optimistic as to Its Performance.

Although many varieties of speed indicators employing the warning principle of harsh sound or red light have been tried and found wanting, new inventions along this line continue to pour into the patent office. The latest of these is the product of the brain of C. A. Short, of Los Angeles, Cal., and shows the speed of an automobile or motorcycle by a system of lights.

There are three lights, a white, a green and a red. By adjusting the indicator at time of installing the white light will shine immediately the automobile or motorcycle is in motion, and will remain lighted until the machine reaches the minimum speed limit of eight miles an hour. At 8 to 12 miles an hour the green light will show, after 12 miles an hour the red light will burn. The red light will burn until the car is going more than 20 miles an hour, when no light will show.

Mr. Short believes his invention will solve the speed question. "I hope," said Mr. Short, "to convince every motorist that he should equip his car with one of these speed indicators for his own protection. It is absolutely reliable and cannot be tampered with, once it is attached to the car.

The indicator was shown to Chief of Police Sebastian last week and that official was much interested in it. The globes on the electric lights will be of ground glass and can easily be distinguished during the day. Mr. Short demonstrated the practicability of the invention to Miss S. C. Geary, secretary of the Automobile Club of Southern California.

Two New Branches for Chas. E. Miller.

Charles E. Miller, manufacturer of motorcycle supplies, of 97-103 Reade street, New Orleans, has added two more branches to his already extensive list by securing quarters at 135 Central avenue, Albany, N. Y., and at 2782 Broadway, New York City. The latter will be opened about October 1st and the one in Albany as soon as the building is completed. These branches will carry an extensive stock and be able to fill orders promptly for their immediate vicinity, thereby saving time and express charges for the purchasers.

Merkel Reduces Prices on 1911 Models.

Reductions of $25 on all models of 1911 Merkel motorcycles are announced by the Miami Cycle & Mfg. Co., Middletown, O. The revised list figures on the various models now are as follows: Four horsepower single, $225; six horsepower twin, $275; seven horsepower twin, $300. Magneto ignition is included in the new prices.

New Motorcycle Company for New York.

For the purpose of manufacturing and dealing in bicycles and motor cycles the Haverford Cycle Co. of Manhattan has been incorporated under the laws of New York state with a capital stock of $250,000. The incorporators are R. Goldman, A. Forshay and H. Neubardt.

Jerseyites Incorporate in New York.

Motorcycles and automobiles will be handled by the Buick Co., Jersey City, N. J., which has been incorporated in that state with $10,000 capital. The incorporators are B. S. Mantz, L. H. Gunther and John R. Turner.

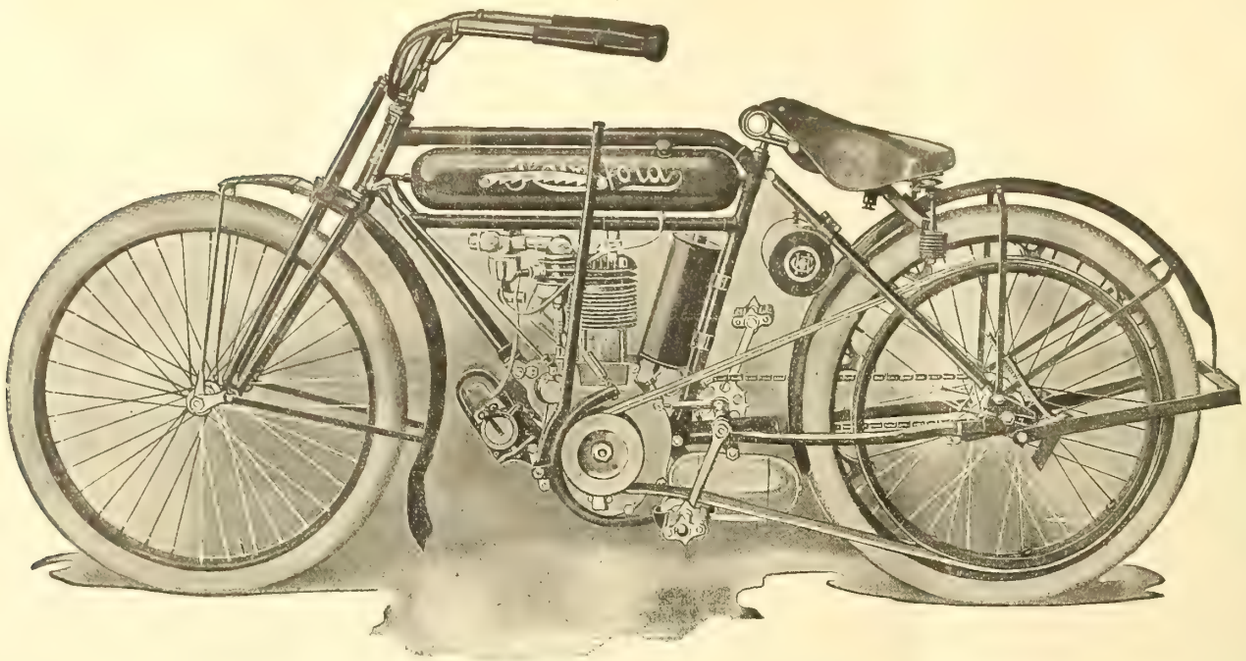
R-S RETURNS TO CHAIN DRIVE

And Again Builds Twin Cylinder Motorcycles—Belt Retained on Singles—Full 1912 Line is Announced.

Returning once more to the ranks of the builders of twin motors and users of chain drive, while also retaining its present type of singles with flat belt drive, the Reading Standard Co., Reading, Pa., announces that its 1912 line will consist of three models, viz.: a seven horsepower chain drive undergeared twin, and two four horsepower flat belt drive singles, the latter being of the same general pattern throughout and a perpetuation of this year's model. The twin is the leader of the line naturally and is brand new throughout. It embraces many of the features of the single cylinder machine and also presents some new and radical departures from previous R-S practice.

Except for the motor and detail changes made necessary by the use of chain drive, the twin in general is a replica of the single. The motor is rated at seven horsepower and is a doubling up of the single, the cylinders being of the same size, 3 11/32 x 3 15/32. The displacement is 60.90. Cylinders are set at 45 degrees and the valves all are mechcanical, set side by side in pockets, an original R-S feature. Ball bearings carry the main shaft and in general design the motor resembles the present single engine.

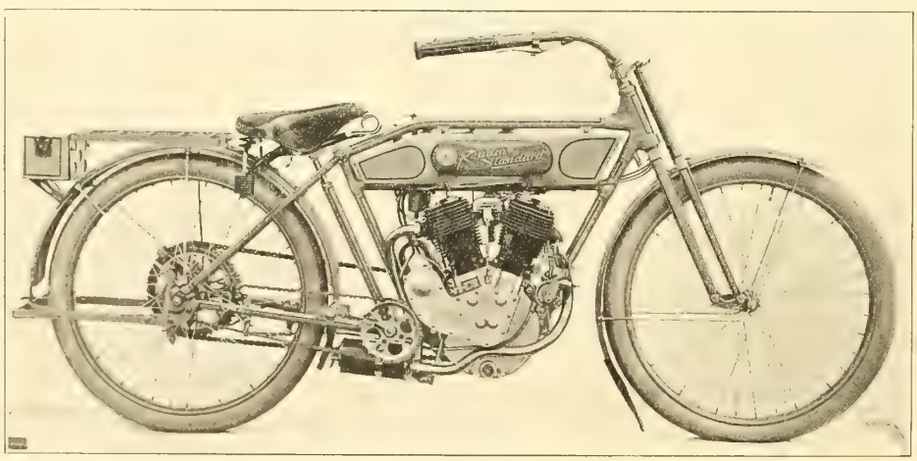
As in the single the Bosch magneto on the twin is located back of the rear cylinder and driven by a train of enclosed gears. This magneto location and driving arrangement has qualified for retention after a sea-



THE NEW HAVERFORD "BIG FOUR"

son's usage and, furthermore, is claimed to have the endorsement of Bosch engineers.

In the use of undergeared chain transmission the R-S company takes a radical step. The undergears are of the sun and planet type, and are enclosed in the motor base. They are carried on large ball bearings. A single chain transmits power from the motor to the rear wheel, the drive being through a large rear compensating sprocket on the rear hub. By the use of large sprockets the chain load is decreased, as also is its speed and its life lengthened correspondingly. Provision also is made for the attachment of a multiple disk clutch on the large gear shaft. This device lists at $10 extra.



THE 1912 READING-STANDARD TWIN

Very few changes have been made in the singles. The current model is carried over and offered in two patterns differing only in equipment. The new features of the 1912 singles are detail modifications in the motor, a lowering of the shock absorbing seat post slightly more than one inch, giving a lower saddle position, a lengthening of the hand idler permitting a wide range of belt tensioning and a modification of the belt control lever permitting its operation either by hand or foot. The shoe of the auxiliary brake acting on the inner face of the rear belt pulley has been lengthened, practically doubling the power of this brake. Experience having shown that many riders were disposed to use the rear luggage carrier and tool box for passenger work, these parts have been strengthened to sustain this unusual strain for which they were not intended. In the change all load has been removed from the rear guard and braces.

The leader of the single line will be styled the Reading Tourist and will embody in entirety all the new features of the model. The other single is designated as the Reading Service model and will be a duplicate of the Tourist save that it will not include the auxiliary brake, auxiliary oil feed, foot rests and luggage carrier. The elimination of these features naturally will serve to lighten the machine and also make it more attractive in price.

The Tourist model will list at $250 and the twin at $290, or $300 with clutch.

Haverford Brings Out a "Big Four."

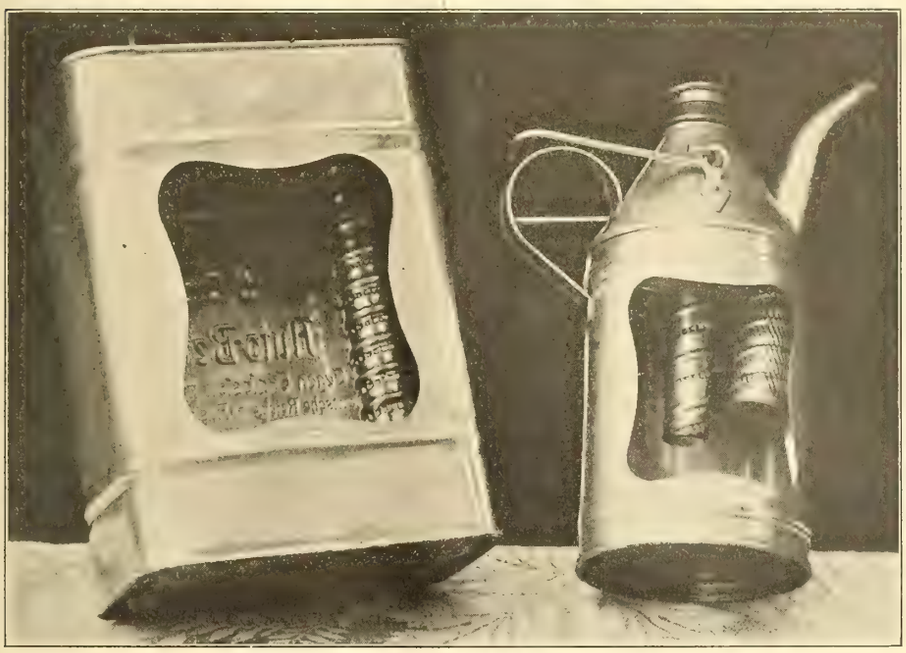
Having met with more than ample success in the marketing of a smaller model at $185 with magneto equipment, the Haverford Cycle Co., which has its home in Philadelphia, Pa., but which maintains branches in Buffalo, Washington, Atlantic City and Newark, has brought out a "Big Four" Haverford motorcycle for 1912, selling for $175, and in every way larger and more completely equipped than its predecessor. Featured in the equipment are Bosch high tension magneto, Schebler carbureter and studded tires of whatever brand the rider chooses. The engine, which is vertically mounted on an aluminum crankcase, and which is equipped with roller bearings, has a bore of 3¼ inches and a stroke of 4 inches, giving practically 33 cubic inches displacement, and is rated at 4 horsepower, although the claim is made that its capacity is considerably in excess of this.

Flat belt instead of V-type belt is used for the transmission, the belt being 1¼-inch in width. A hand lever on the left side controls the ball bearing idler for the belt, the idler having a spring tension. As against 26-inch wheels on the former model, the "Big Four" has 28-inch wheels, the wheelbase being 54 inches. The specifications further include a leaf spring fork; grip control; Persons "Champion" saddle; automatic stand, and a full equipment of tools.

EXTRACTING FANGS FROM GASOLINE

German Invention Demonstrated in New York Adds to Safety of Handling Fuel—Simplicity of the Device.

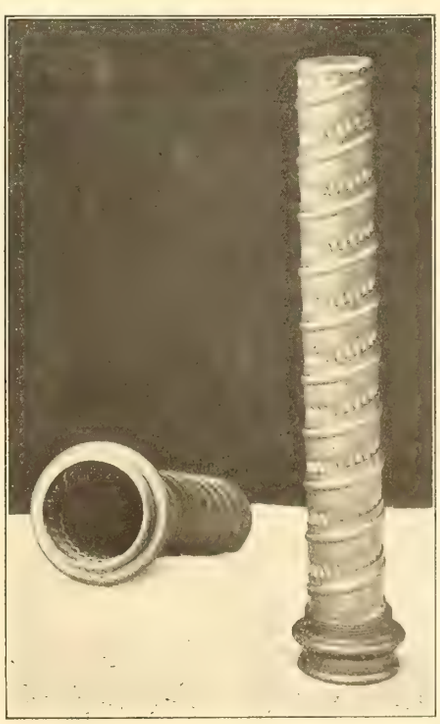
Before a gathering of some twenty engineers, chemists and representatives of the press at the laboratories of the Berlin Chemical Co., at 560 West 171st street, New York City, Dr. Edward D. Feldman on Wednesday last gave a practical demonstration of a new safety device for gasoline cans and other receptacles for highly inflammable liquids. The device is styled the "Langrehr," after its inventor, and it comes from Germany with the strong endorsement of the German government, which has ordered all vessels containing inflammable liquids, which are used on the warships, to be fitted with the Langrehr safety device. The demonstration was preceded by a lecture by Mr. Bernhard Zwillinger, Ch.E., in which the subject of safety devices in general and the history of the Langrehr device in particular was set forth.



GASOLINE CANS FITTED WITH THE LANGREHR DEVICE

As is the case with practically all other safety devices against accidental ignition of explosive mixtures or inflammable vapors, the Langrehr invention is a variation of the Davy lamp principle, which consists in placing between the flame of the lamp and the gases or vapors which may come into contact with it a screen of metal. This screen, by its cooling action, reduces the temperature of the combustion gases and prevents a communication of the flame to the bulk of the gas in which the lamp may be placed. In the original Davy lamp this result is obtained by means of a fine wire mesh screen, but in the Langrehr device the place of the screen is taken by a peculiarly constructed tube which is screwed into the can or receptacle.

This tube, as shown in the accompanying illustrations, is formed by rolling a flat strip of metal, smooth on one side and corrugated on the other, in spirals. The corrugations form a series of passages, the aggregate cross sections of which are equal to the cross section of the aperture of the vessel, so that a can may be filled or emptied as readily with the tube inserted as without it. The flat strips have such a large cooling area that the possibility of a transmission of the flame into the vessel itself is rendered practically nil. The lower end of the tube, of course, is closed.



LANGREHR SAFETY TUBE

In order to prove the claims made for the efficiency of the Langrehr device Dr. Feldman showed that a can partially filled with gasoline and fully charged with the dangerous mixture of air and gasoline vapor, would not ignite or explode. He poured gasoline from one can into another, through an open flame, while air was blown into the cans, forming highly explosive mixtures; yet, no explosions occurred, although several of the press representatives fidgeted rather nervously in their chairs during this part of the demonstration.

Merry to Sell Flanders in Los Angeles.

On October 1st the firm of Edwin F. Merry, of San Francisco, Cal., will open a branch salesroom in Los Angeles, Cal., located at 900-902 South Main street. They will carry and distribute the Flanders motorcycle, the entire line of Pope bicycles and a complete stock of bicycle and motorcycle sundries. Mr. Fred Breeze, who for the past nine years has been manager of the Wm. H. Hoegee Co.'s bicycle and motorcycle department, will be in charge of the branch.

Sisson Has No Trouble in 1,000 Miles.

Mr. Sisson, one of the salesmen of the Continental Rubber Works of Erie, Pa., using a Harley-Davidson machine, has covered over 1,000 miles, from Erie, through Northern Ohio, up to Michigan, over into Indiana, and to St. Louis, and has had no engine, tire or tube trouble on the entire trip. Sales Manager W. J. Surrie states that he considers this a remarkable showing for both the machine and tires.

Toronto Concern Has "Bargain Day."

The T. Eaton Company, of Toronto, Canada, recently held a bargain sale of Premier motorcycles. Prices were reduced from $275 to $175, with the result that 12 machines were sold in a single day and the stock cleared out. This company intends to devote more attention to the Reading-Standards.

Flanders Interest New Yorkers.

E. C. Kicherer, 206 West Seventy-sixth street, New York City, Metropolitan distributer for Flanders motorcycles, now is showing samples and demonstrating the Flanders "4." A large number of the local motorcyclists already have inspected the latest aspirant for their favor.

Flanders Agency Opens at Toronto.

The Motorcycle & Equipment Co., 192 King Street West, Toronto, has opened up the first Flanders' agency for the Dominion of Canada. This company, of which Geo. Bain, one of Toronto's racers, is head, has secured the Ontario agency for the new machine.

MANUFACTURERS CONDEMN THE MUFFLER CUT-OUT FIEND

But Most of Them Claim the Cut-Out an Advantage on Some Occasions — Opinions of Men in the Trade and Sport — Increasing Demand for Proper Legislation.

The agitation against the use of the cut-out waxes warm and all agree that the open muffler is the greatest hindrance to the general popularity of motorcycling.

S. Lacy Crolius, of the Harley-Davidson Motor Co., made the following statement recently:

"The Harley-Davidson company has always been very much opposed to the use of the cut-out in the cities and towns. We have done everything possible, and particularly here in our own town, to persuade our own riders to keep their mufflers shut. Our Mr. Wm. S. Harley and Mr. Walter Davidson have appeared before our common council here a number of times to express their views in regard to suitable legislation to prevent the use of open mufflers, both on motorcycles and automobiles.

"They now have the satisfaction of knowing that their efforts have not been in vain, for at this very writing there is up before the common council a resolution such as suggested by Mr. Harley and Mr. Davidson, and it looks as though nothing short of a landslide could stop its pasasge.

"This resolution, if it is passed and becomes an ordinance, provides that no automobile or motorcycle or motor driven vehicle can be operated on any street, alley or public highway within the limits of the city of Milwaukee unless equipped with some suitable muffler or silencing device, and that such device is in use. The city fathers may even go farther than this. They are also talking of placing a ban on the nuisance occasioned by the smoking of automobiles, due to excessive lubrication. Let us hope that this idea is formulated into an ordinance also and put into effect.

"One more thing. Sometimes laws are enacted which are not enforced. But not so with the ones above mentioned. The present Milwaukee administration can be counted on to carry out these laws to the very letter. We are only too glad ourselves that the city fathers have listened to reason and that they have not taken things into their own hands before this and placed ridiculous or even impossible handicaps on the motorcycle owners. They were only too glad to discuss in detail the arguments pro and con as taken up by them with Mr. Harley and Mr. Davidson.

"And it is due almost entirely to the efforts of these two men that Milwaukee is to have a safe and sane regulation of motorcycles and to have it enforced before some over-worked alderman should intercede and carry into effect some ridiculous ordinance which would handicap the sensible motorcycle rider from enjoying his mount.

"As for the writer himself, he has had his cutout fastened shut for about a year. Has never opened it even in the country and has never had reason to want to open it. We have seen discussions in the motorcycle papers from time to time regarding the open muffler fiend, and it has been suggested that the manufacturers could take things into their own hands by doing away with the cut-out entirely on the machine. But this is not practical. We have found by actual experience and observation that when no cut-out is provided, the riders have actually taken their exhaust pipes off the machines entirely, letting the exhaust gas right out into the atmosphere direct from the engine. This, of course, was even worse, and we believe that the motorcycling fraternity in general ought to be thankful that more laws have not been passed to put the open muffler boob out of existence before.

"Believe us, we are in favor of a quiet machine all the time and have endeavored in our own product to make it the quietest motorcycle in existence."

In addition to this statement made by Mr. Crolius, Mr. Arthur Davidson says:

"I believe the motorcycle muffler without a cut-out would be an impossible thing. We have had quite a little experience along these lines and we have also seen some of the others. We say it will almost be an impossible thing for the reason that nearly every motorcyclist thinks he has a little more speed and power with his muffler open, and when they get out into the country, no one has any particular objection to their opening it, but if you do not give them the cut-out they are going to drill holes and take out the baffle plates and merely make an excuse out of their muffler.

"This is not a thought that we have but an actual experience, and, while we are trying to fight the open muffler 'fiends' just as hard as anybody, do not believe we can do it by taking the cut-out away from them. They will manufacture one to suit themselves.

"Do not know what the general stand on this is, but we are going to continue using the muffler cut-out, but are going to preach keeping the muffler closed, at least in the cities, and wherever possible we are going to try to force the mufflers to be kept closed by legislation.

"This is our idea of the solution of the muffler 'fiend.'"

W. G. Schack, president of the Emblem Mfg. Co., says:

"There does not seem to be any question as to the unsatisfactory feeling caused by some motorcycle riders in riding their motorcycles through city streets with open mufflers. This is entirely unnecessary and uncalled for and a practice we would like very much to see discontinued, as we feel that a few riders using open mufflers for city riding do considerable injury to the use and sale of motorcycles and are very aut to cause a prejudice in the minds of would b epurchasers.

"There undoubtedly are times and occasions when an open muffler is of advantage to both the engine and the rider of the motorcycle, but these occasions are invariably found out in the country climbing some steep grade, and we are frank to say that while we are very much opposed to the open muffler for city riding, we would hardly care to remove same from our machines, owing to the fact that there are occasions when the use of the open muffler is essential to both the machine and the rider."

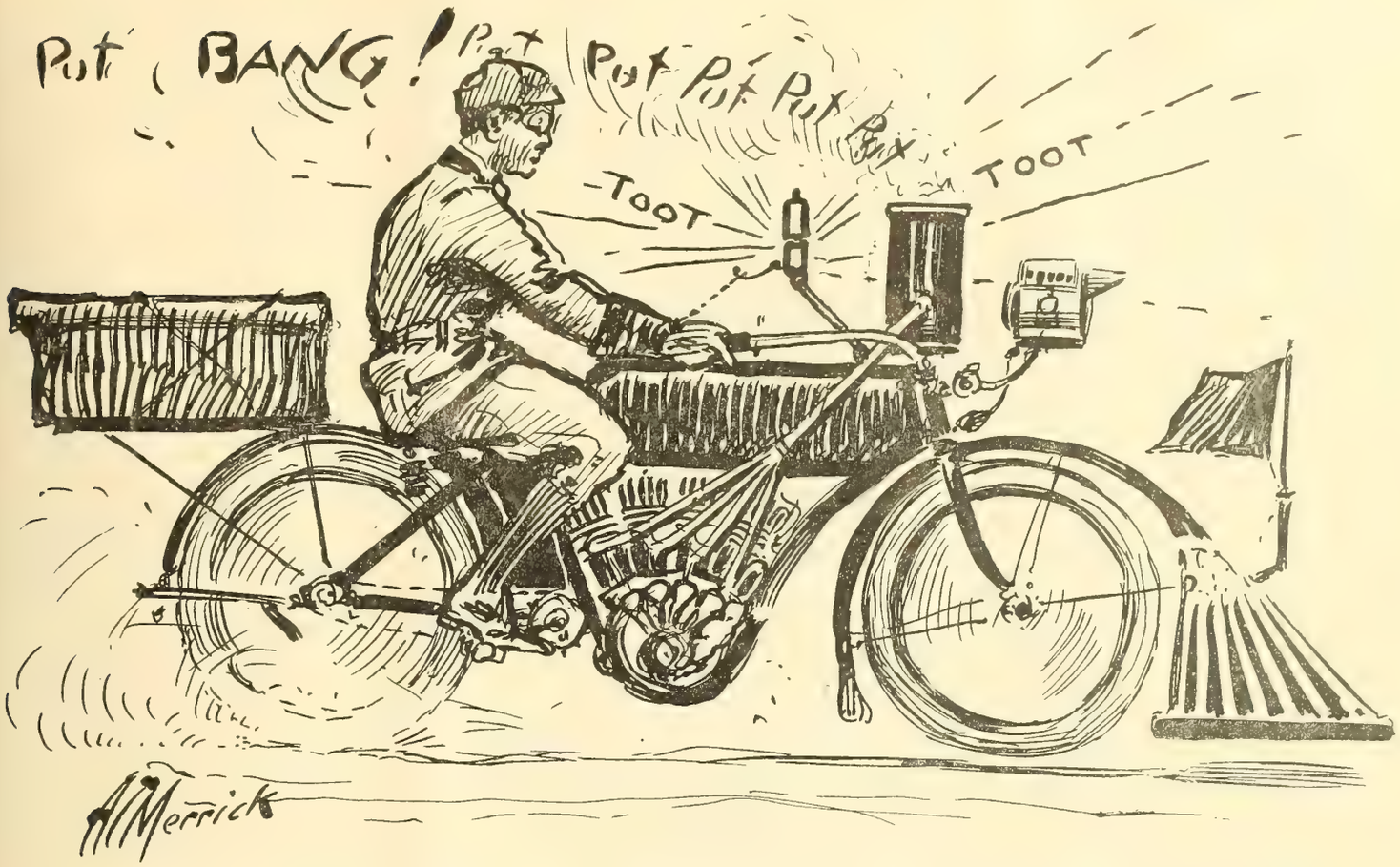
The following is from the Minneapolis Motor Cycle Co.:

"We agree with you that if the cut-out could be abolished altogether, it would prove a stimulus to the motorcycle trade. We believe that if motorcycle manufacturers could get together and agree to equip machines without the cut-out, that it would not be long before a very noticeable increase in business would be apparent.

"We incline to the opinion that the misuse of the cut-out by a certain class of riders, especially in large cities, will result in enactment of laws to do away with this feature, which is certainly harmful to the trade in general."

Says K. R. Jacoby, president of the Miami Cycle & Mfg. Co.:

"I cannot too strongly commend your stand in this matter, feeling satisfied that the use of this cut-out on motorcycles has done more than anything else to retard the progress of the industry. Through their use people have begun to regard the motorcycle as a nuisance, and if a stop can be put to the use of the cut-out, it would undoubtedly result in great benefit to the motorcycle business.



If you like to run with open muffler—turn your motorcycle into a locomotive with a few alterations and be happy!

"The possibility you speak of, however, of these cut-outs being left off of all future models would, the writer believes, be of very little benefit, due to the fact that it is very easy for the rider to have this put on himself. A great many cities at the present time are drawing ordinances against the use of the cut-out on both motorcycles and automobiles, and the writer thinks a campaign along the line of having this legislation take place will secure the right result."

"The explosion of the open muffler on a smooth running motor is music to the average motor enthusiast, whether on a motorcycle or other gasoline propelled vehicle. The real principle of our being, however, should not be overlooked, that of our encroaching on the rights of others," says F. I. Willis, former president of the F. A. M.

"When a motorcyclist goes down a crowded thoroughfare with an open muffler, or through the residential streets in the small hours of the morning, or past a country meeting house on Sunday morning, passing the country residents on their way to church, scaring horses, as well as generally disgusting the community on account of these terrific explosions, we are encroaching on the rights of others.

"The motorcycle riders as a class are gentlemen of high order. None of them would offend their fellowmen in the home or in public places, but the excitement of the motor is apt to make us overlook that right and respect that we owe the public. It would be better to discontinue the muffler entirely, that it would offend no one, rather than take chances on any of us using the muffler as the right that may belong to us."

C. R. Wagner of the American Motor Cycle Co., says:

"We are heartily in accord with the eliminating of cut-outs on motorcycles, especially in cities, as the writer believes it gives the general public a wrong impression of the motorcycle. We have been considering for some time eliminating this feature in our future product, but have been waiting to ascertain how this would appeal to the majority of riders, as we thought there might be a possibility that it would effect the selling of our machines. We believe you are starting a move in the right direction and assure you of our best wishes."

J. L. Sauer, chairman of the F. A. M. Legal Action Committee, says:

"I would first refer you to the announcement recently issued by the F. A. M. National Committee on Legal Action. This announcement, unanimously approved by the members of the committee, makes plain our attitude toward the rider who achieves notoriety through excessive use of the muffler cut-out. That sort of motorcyclist is worse than a nuisance; he's a plague, and the sport cannot be rid of his ilk too soon.

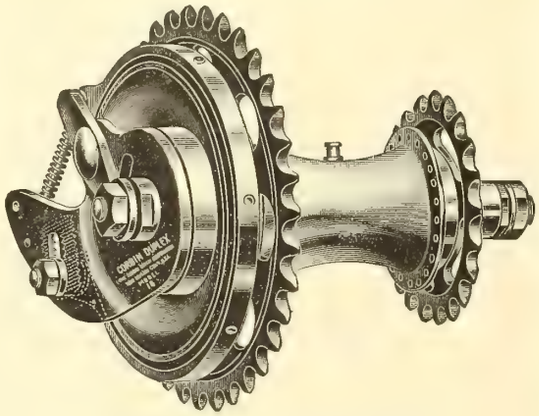
"The writer has made use of several machines during the past two years and has never had a single occasion to apply the muffler cut-out.

"But it is not within the province of the F. A. M. committee on legal action to dictate to the manufacturers. I can only say that the legislative work of this committee will be made much easier and more effective by the universal disuse of the cut-out. I am satisfied that 90 per cent. of the prejudice existing against the motorcycle is due to the noise it makes when the muffler is cut out, and it is therefore only natural that I should appreciate support from the manufacturers in its most effective form, namely, in their producing machines the design of which would not invite indiscriminate use of the cut-out. Were that generally done I am sure that adverse legislation would not be so frequently met with, and as a direct result, the committee on legal action would not find it so difficult to properly protect the interests of the motorcycle riders in the United States."

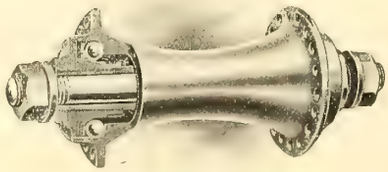
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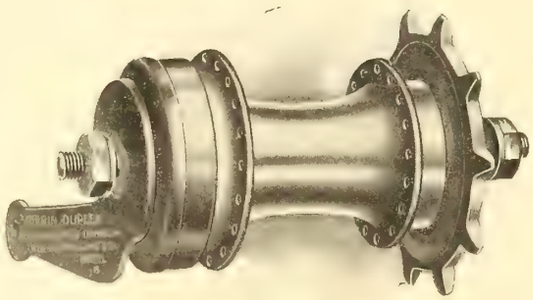


CORBIN V-BAND BRAKE
FOR MOTORCYCLES

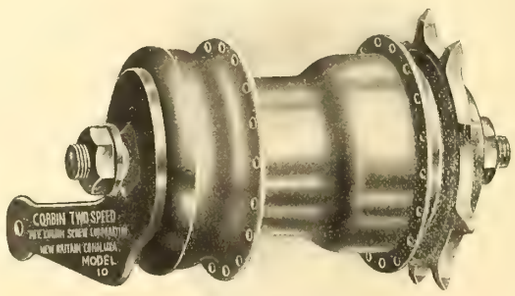


CORBIN KNOCK-OUT AXLE
FOR MOTORCYCLES

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CORBIN DUPLEX COASTER
BRAKE FOR BICYCLES



CORBIN TWO-SPEED COASTER
BRAKE FOR BICYCLES

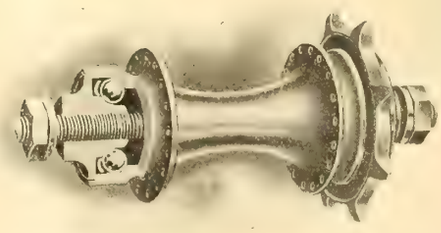
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Licensed Coaster
Brake Manufacturers



CORBIN REAR HUB
FOR BICYCLES

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NEW YORK, SEPTEMBER 30, 1911.

The Handwriting on the Wall.

The Federation of American Motorcyclists—every motorcycle club that has the best interest of the sport as its object—every motorcycle rider that is not a personification of selfishness and desirous of attracting as much attention to himself as possible by making the greatest possible amount of noise, thus making of himself a public nuisance—every manufacturer—every newspaper—and last but greatest of all, the general public, is against the open muffler fiend, and the word fiend is the only one that properly fits the rider that goes through the public streets with his muffler open. Webster defines "fiend" as meaning "an intensely malicious person"; malicious is defined as "having a deliberate intention of injuring others," and any one that goes through the streets with an open muffler knows positively that he is injuring the nerves of the general public—he is injuring the manufacturers, because of the wrong conception of the motorcycle given to the general public by the noise he creates, and he is injuring every one who is desirous of promoting the best interests of the sport, and then he is injuring himself, because he is not only losing the respect of others for him, but he is losing his own self-respect. Another definition of "fiend" is given as "an implacable enemy"—and such is the open muffler fiend—an enemy to the sport; an enemy to every other rider; an enemy to the manufacturers; an enemy to the dealers, and if he would only realize it, his own greatest enemy because of the impression he creates.

With all of this opposition—the F. A. M.; the clubs; the desirable riders; the manufacturers themselves; the dealers; the newspapers and the general public, why does the manufacturer have the cut-out on his machine at all? Some say it is necessary to have the slight increase in power that the cut-out might give. Some years ago this might have been true, but with the powerful machines of today any increase is unnecessary at any time. Another excuse that is given for the cut-out is that it is necessary to open the cut-out in order to tell whether the engine is running steadily or missing fire. If a man is of good hearing he can very quickly tell whether or not his engine is running properly. The third objection to the abolishment of the cut-out is that it is necessary to use as a warning signal. This is absolutely unnecessary, as there are any number of motorcycle horns on the market that can be heard one hundred feet away from the rider above the noise of the greatest traffic, as proven by the great number of automobilists.

With every one against the cut-out, as heretofore named, and the manufacturers themselves, who all claim that they greatly desire to stop its use by the riders through the public streets, no really good reason has as yet been advanced for its retention on the machines, and it seems almost like putting a good quantity of meat before a starving lion and then trying to prevent him from eating it, as to put the cut-out on the machines to be ridden by these noise fiends and then endeavoring to stop its use. It has been said many times before, but a plain truth for the good of all always bears repeating—the motorcycle will never come into its own with the general public—will never become as popular as it should, and will always be considered a public nuisance as long as the muffler cut-out is left on the machines, and hence the sales will not be what they should and both the manufacturer and the dealer will naturally be out of good money and the clubs and the F. A. M. will not have on their membership rolls the great mass of possible desirable riders. The moral is plain: CUT OUT THE CUT-OUT!

Now Its Up to You, Mr. Commissioner!

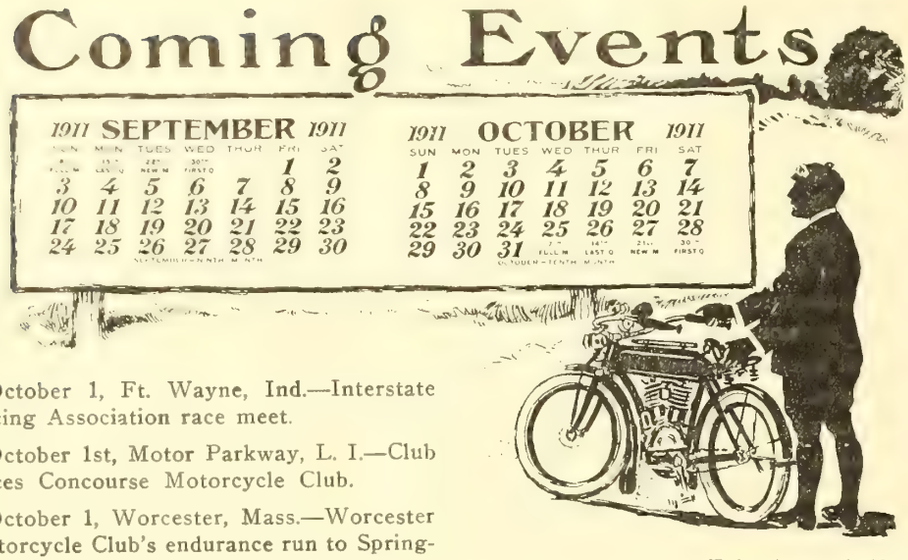
In refusing a request for a permit allowing a cycling association to hold races on the Coney Island Cycle Path, which has been done many, many times in the past, the Honorable Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens, says: "I do not think it wise to have races on public highways." We are exceedingly glad to hear, Mr. Commissioner, that this is your final decision, and it seems that it would almost be a wise move to call a great jollification meeting, for we take it, that as you have come to the conclusion that racing is not wise on public highways, you will join the forces of those who have the good of the greatest number at heart against the few, and do everything in your power to have the Speedway, on a public highway known as the Ocean Boulevard, where trotting horse races are constantly held—**on a public highway, Mr. Commissioner**—(paid for by the assessments on public citizens)—stopped, and that public highway again thrown open for the use of the general public, thus doing away with the necessary risking of life and limb of every bicycle and motorcycle rider going down the Coney Island Cycle Path, caused by the necessity of automobilists crossing it.

Futile Talk of "Reinstatement."

It is high time that some of these professional motorcyclists who want to be returned to the amateur class cease telling their friends and the newspapers as well that they will apply to the Board of Directors of the F. A. M. for such reinstatement, and that the chairman of the competition committee has agreed to recommend such action. Such talk is preposterous and highly ridiculous to those who are well informed in such matters, for the competition rules state very plainly that "no professional shall be reinstated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular meeting."

The Board of Directors has no power to make such a reinstatement, and it is doubtful if the chairman of the competition committee has agreed to make any such recommendation.

Coming Events



October 1, Ft. Wayne, Ind.—Interstate Racing Association race meet.

October 1st, Motor Parkway, L. I.—Club Races Concourse Motorcycle Club.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

October 1, Newark, N. J.—New Jersey Motorcycle Club racemeet at Olympic Park half-mile track.

October 1, Providence, R. I.—Rhode Island Motorcycle Club's record run; third and last of series; to Narragansett, New London, Worcester and return.

October 5, 6, 7, 9, 10, 11, 12, 13, 14, Birmingham, Ala.—Motorcycle races at Alabama State Fair, mile dirt track; W. D. Gresham, 1912 Fourth avenue, Binghamton, Ala., referee.

October 7, Providence, R. I.—Regular fall business meeting of F. A. M. New England District, in Verdani Hall, 8 p. m.

October 7 and 12, Westfield, N. J.—Motorcycle races at Fair Acres half-mile track; C. E. Holgate, Newark, promoter.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

October 8, Providence, R. I.—Providence Motorcycle Club's triangle run from Providence to Boston, to Worcester, to Providence.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section first week.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

CORRESPONDENCE

Dr. Thornley Opposes False Records.

Editor Bicycling World and Motorcycle Review:

"I wish to call the attention of the public, F. A. M. members and riders in general, to a practice that has recently sprung up which is most unfair and unsportsmanlike. I have reference to claims for broken records, both in the advertising and in the news columns. I wish to make no specific charge against anyone, but feel that when a great howl was raised because the lay press published times that were not authentic, and some times inaccurate, that the motorcycle journals at least should be very careful not to give publicity to any claim for broken records until such claims have been accepted in this office.

"I don't think it more excusable that a journal should publish such claims in its advertising columns any more than it should do so in its news columns. A mistake or inaccuracy that creeps into the news columns may be excused on many grounds, but an inaccuracy that is deliberately put into the advertising columns of a journal is put there because it is paid for, and for no other reason."

J. P. THORNLEY, Chairman,
F. A. M. Competition Committee.

[When a publication sells advertising space to a patron the latter pays for the right to make practically any statement that is not libelous, indecent or otherwise of a criminal nature. While they may deplore false or misleading claims or assertions appearing in their advertising pages, publishers have not yet been created the judges or juries to pass on such matters. There is a law covering the point and the course to be pursued by any one possessed of evidence of falsity is clear and wide open. The chairman of the F. A. M. competition committee undoubtedly means well but we fear he has undertaken the wrong tack in attempting to read the press of the world a lecture concerning its duties, and while the Bicycling World and Motorcycle Review accepts it in good part, there may be others who will not do so and who may obtain false notions of the F. A. M. itself which may serve it no purpose. Even medical men and medical journals do not always agree concerning the proprieties of their own profession nor as to the validity of claims which may be made. Possibly if the F. A. M. competition committee passed a rule fixing a penalty for the advertising of a record before it had been officially accepted, the purposes sought would be effectively obtained and thus help publishers being indirect although innocent and helpless parties to the promulgation of false, misleading or extravagant claims made in their advertising pages.—Editor.]

Favors Lower Gears.

Editor Bicycling World and Motorcycle Review.

While looking over the catalogs of the bicycle manufacturers, the writer was impressed with the fact that most of the machines are sent out with a gear far too high for the average rider.

Why does the manufacturer list his bicycle with a gear which discourages ordinary road riding for health and pleasure and restricts sales to a comparatively small number of scorchers and racing men?

Let the rider who has been pushing an 80 or 90 gear up hills and over various kinds of roads change his gear down to a 70, or even 68, and he will find that he can cover greater distances and climb hills with half the effort expended on the high gear and get vastly more benefit and enjoyment from his bicycle. A high gear is necessary to the track or road racing man who has made himself fit by training, but even he could improve his style and sprint by putting in some training on a low gear.

The great Zimmerman won his great races on a machine some times geared as low as 64. Bicycles today do not run any easier than they did 10 years ago or more, hence why not profit by the days of the past?

If the maker would fit lower gears and tell the riders why they should use them he would spread his sales among a larger class of riders and give them a more comfortable and satisfactory mount.

Better still, why not design or import a really practical two or three speed gear that could be fitted at a small additional expense? There are probably close to a million in every day use in England; in fact, most English bicycles are sold fitted with a reliable gear. It has given new life to the trade over there and this is a good time for some one to start things along these lines in this country.

W. T. FARWELL, JR.
New York City.

Davenport (Ia.) Has the Club Fever.

At a sort of informal roundup of the motorcyclists of Davenport, Ia., by R. L. Carson, the nucleus of a permanent club was laid. Carson acted as master of ceremonies and told the riders the advantages of being organized and under the protecting wing of the F. A. M.

DRUMMOND AGAIN BEATS CONSTANT

Newarker Wins Two Events and One Heat of Special Match at Olympic Park—Kluczek Also Wins Two.

Percy Drummond, the Newark (N. J.) whirlwind, again had a shade the better of his speed bout with John Constant, the ten-mile national champion, at the weekly meet of the New Jersey Motorcycle Club at Olympic Park, on Sunday, 24th inst. Drummond led Constant to the line in the miss-and-out, and in the special match between them it was an even break in the two heats that were run. Constant took the first heat at one mile and Drummond gathered the second heat at two miles. In this heat Drummond secured an early lead and held it to the end. Constant in endeavoring to catch Drummond skidded and went over the outer bank on a turn, wrenching his ankle and relegating him to the spectators' section for the rest of the day. The third heat of the match will be run Sunday, October 1.

Drummond also won the five-mile handicap from scratch, with William Pierson second. Watson Kluczek, the old bicycle rider, who now sells motorcycles, shared honors with Drummond, winning both the three and 15-mile handicaps, and took third in the five-mile open handicap. Fred Fink won the private owners' handicap at five miles. The races were snappy and closely contested and the spectators got their money's worth of excitement. Summary:

Five-mile open handicap, 50-inch class—Won by Percy Drummond; second, William Pierson; third, Watson Kluczek. Time, 6:05⅕.

Five-mile private owners' handicap, 50-inch class—Won by Fred Fink; second, William Pierson; third, Carl Segelbach. Time, 6:48⅖.

Special match, Percy Drummond vs. J. U. Constant—First heat, one mile, won by Constant; second heat, two miles, won by Drummond; third heat, postponed.

Miss-and-out open, 50-inch class—Won by Percy Drummond; second, J. U. Constant; third, William Pierson. Distance, four miles. Time, 5:03⅕.

Three-mile open handicap—Won by Watson Kluczek (0:40); second, Fred Fink (0:30); third, Carl Segelbach (1:30). Time, 3:44⅕.

Fifteen-mile open handicap—Won by Watson Kluczek (1:10); second, William Pierson (1:00); third, Carl Segelbach (1:30). Time, 13:35.

Hasha Captures Three First Prizes.

Three firsts in four starts was the high rolling of Edward Hasha in the Tuileries Park motorcycle races, at Denver, Colo., on the 17th inst. The leader of the bill was the five mile fuss between Earl Armstrong and Ray Seymour, in which they passed the lead back and forth on almost every lap. Armstrong got the decision by an inch in a cyclone finish. Armstrong also scored over Hasha in this race. Summary:

Five mile professional—Won by Armstrong; second, Seymour; third, Boyd. Time, 3:45⅕.

Five mile professional—Won by Hasha; second, Armstrong; third, Boyd. Time, 3:45.

Five mile invitation—Won by Hasha; second, Armstrong; third, Boyd. Time, 3:31.

Ten mile open, professional—Won by Hasha; second, Seymour; third, Boyd. Time, 7:23.

Portsmouth (O.) Has Successful Meet.

Hot contests from tape to tape, together with ideal weather and track conditions and a good sized crowd, combined to make the race of the Portsmouth (Ohio) Motorcycle Club, on the 23rd inst., a success. Tide Davenport, the local wonder, was the star of the meet, taking first from scratch in two handicaps and also winning the novelty. Tide did so well in the early races that the officials increased the handicaps on him in the 10 mile event, but he was able to pick up all save one, Homer Brunton. Brunton again took Davenport's measure in the pursuit after a rousing chase which lasted 22½ miles. Starling was the last man retired. Davenport also started in the five mile bicycle handicap, but was an also ran. Buck Sawyer won this event easily from a field of eight. The races were well managed and a band helped to liven things up. Summary:

Three mile handicap—Won by Davenport (scratch); second, Starling (0:05); third, Morgan (0:30). Time, 6:24⅕.

Novelty race—Won by Davenport.

Ten mile handicap—Won by Brunton; second, Davenport; third, Starling.

Five mile bicycle handicap—Won by Sawyer; second, Wykoff; third, Via. Time, 22:33.

Unlimited pursuit—Won by Brunton; second, Starling; third, Davenport. Distance, 22½ miles. Time, 32:00.

Banks Skidded and Fell, But Rose Unhurt.

Dan Whittington won the motorcycle race held at the Boone County Fair, at Ogden, Iowa, on the 14th inst. The spectators were treated to some high tension heart flutters when his only opponent, Charles Banks, skidden on a turn and fell. In the flop a pedal was broken, and stranger still, one of Bank's shoes was torn off, but there were no other casualties.

Rockville Sees a Motorcycle Race.

Harry Wells won the five mile motorcycle race held at the Rockville (Conn.) Fair on the 20th inst., beating John Miller and William Binhauer. Time, 7:30. The race proved a great drawing card.

HARWOOD WINS MARION CENTURY

Goes 200 Laps Without a Stop—Taylor Two Laps Behind—Six Out of Nine Starters Finished.

Going the full route without a stop, G. C. Harwood, straddling a "4" Indian, won the 100-mile race of the Marion (Ind.) Motorcycle Club at the Marion half-mile driving park track on Sunday, 24th inst. L. S. Taylor, on an Emblem, finished two laps behind the winner, and Thurman Constable, on a Harley-Davidson, took third place. The winner's time was 2:17:40, which, be it said to the credit of the club, was not announced as some sort of a "world's record." The others to finish in the order of arrival were A. C. McGovern, Stewart Davis and Raymond Creviston. Nine riders started.

It was a grueling grind throughout the entire 200 laps, with the leadership shifting constantly. There were also a few thrills such as fire and falls, in which mishaps Erwin Baker, of Indianapolis, played the leading role. Just after starting on his 11th mile he went down on a turn amid a great cloud of dust and narrowly escaped being hit by other riders close behind. He was on his feet in an instant and dragging his machine to the outside of the track he restarted. In doing so his carbureter caught fire and blazed up and for a few minutes there was some vigorous throwing of dirt on the blaze by volunteers. Finally the flames were extinguished and Baker got going after losing several laps. Intent on making up his lost ground he did some savage riding for awhile.

In the 72nd mile Baker got into trouble again, seeming to lose control or else taking a turn too fast, for he rode off the track and lost valuable time in getting back. At the same time, tire trouble also beset him and effectually wiped out his chances of winning.

For spectacular work the honors easily were taken by Raymond Creviston, who showed more daring on the turns than any of the others. His machine did not have the speed to hold its own on the stretches, but on the turns he fairly rode rings around the others. Riding a machine borrowed a few minutes before the start, he easily did the most brilliant riding of the day, but was handicapped and failed to finish better than sixth, although he deserved to. A stop for chain repairs cost him 10 miles and he never recovered it. However, he had the satisfaction of leading for five miles.

George Melle was the first man to retire, with a broken connecting rod, and George Evans was the next to leave the battlefield after a collision with Taylor. Evans sustained a broken hand. At the time he was in the lead. In poor physical

shape, Thurman Constable entered the race against the wishes of his friends and despite two stops, managed to capture third place. Tank capacity was a prominent factor in deciding the winner, for Harwood's machine was fitted with special tanks of large size and he carried sufficient fuel for the entire run.

Although threatening weather made it look for a time as if the race would have to be postponed, the club took a chance with the weatherman and won out. There were 1,300 paid admissions and the spectators received plenty of nerve food from the flying riders. The prize list amounted to $130 in merchandise.

Three Perfect in Birmingham Run.

Averaging between 18 and 19 miles an hour over rocky and sandy roads, 10 of the 15 starters in the first reliability run of the Indian Motorcycle Club, of Birmingham, Ala., on Sunday, 17th inst., covered the 157 mile course. Three finished with perfect scores, and the other seven scored 990 points or better. The clean score trio were John Bevell, G. W. Staples and J. L. Brevard, who tied for the silver loving cup offered by Robert Stubbs to the rider making the highest score. A run-off of the tie will be arranged later. The others who finished were the following, S. D. Vann, W. M. Mayes, W. D. Gresham, R. E. Atchinson, Robert Stubbs, T. Derryberry and J. H. Vann. The withdrawals were due to mechanical and tire trouble and illness. The route was over a very difficult course, studded with rocks, hills, sand and rough roads, and a number of creeks had to be forded. Checking stations were established at Gadsden, Springfield (dinner stop), Bessemer and Birmingham. The rules were quite severe, penalties being assessed for such trivialities at the finish as loose nuts or spokes, not to mention more important deficiencies. All of the survivors qualified for gold medals offered for scores of 990 points or better. The running time was 8½ hours. All of the contestants rode Indians.

Puls Finished With Perfect Score.

In the published account of the F. A. M. Lake District Endurance Run, which ended in Chicago on the 9th inst., the fact that George Puls, riding a Harley-Davidson, finished with a perfect score, was inadvertently omitted. Puls finished with a perfect score in this particularly hard run in spite of the fact that his hands were both badly burnt.

Buffalo Acknowledges F. A. M. Courtesy.

In acknowledgement of the framed certificate of appreciation which F. I. Willis, on behalf of the F. A. M. sent to the Buffalo (N. Y.) Chamber of Commerce, as an expression of the Federation's gratitude for the warm welcome accorded it by the municipal authorities and business men of Buffalo on the occasion of its annual meeting there last July, Willis has received from Commissioner Lehmann of the convention bureau of the chamber a very grateful letter. The commissioner, in behalf of the Chamber of Commerce, takes occasion to thank the F. A. M. for its expression of gratitude, and voices assurance of the warm sentiments of friendship which the chamber feels toward the F. A. M. He also states that it is the finest token of appreciation ever tendered to the bureau.

GEORGE A PULS, HARLEY-DAVIDSON RIDER



Press Agent Ought to Read the Rules.

Some more foolish press agent matter is emanating from the Chicago Motordrome in the ostensible challenge of De Rosier and Wolters to ride any other pair of riders, including Frank Hart, Edward Hasha or M. J. Graves, match races. The rules forbid amateurs and professionals competing with each other, and as Hart is an amateur and has no intention of turning "pro," the others should have better sense than to include him in the challenge.

Another "Vacationist" on an Excelsior.

Louisville, Ky., Sept. 19.—A. S. Eastman, of Chicago, who left that city at 10 a. m. Sunday, 17th inst., reached here at noon today. Eastman, who is a newspaperman, rides an Excelsior twin and is spending his vacation touring this section. He made the trip here by easy stages, stopping at Indianapolis Sunday night. He left there Monday noon and stopped at Franklin that night. He reports that the roads were good except between Chestnut Ridge and Memphis, Ind., where the going was very bad as the creeks were swollen and much fording had to be done. Eastman continued on to Chattanooga, Tenn.

Matchless-Jap Appears at Toronto.

Toronto, Ont., Sept. 26.—Canadian racing motorcyclists are worried not a little over the recent arrival in Toronto of one of the famous Matchless-Jap racers from the Collier factory in England. The machine is a typical racer with very low clearance and mounts a seven-horsepower engine. A long distance gasoline tank is fitted. The cylinders are fitted with ports, and the whole outfit looks very businesslike. In its first try-out on the Exhibition half-mile track the foreigner was clocked for a half mile in 37⅘ seconds.

PROVIDENCE PLANS GREAT DOINGS

Active Rhode Island Club Sets October 7th and 8th as Its Red Letter Days—Some of the Details.

Saturday and Sunday, October 7 and 8, will be red letter days for New England motorcyclists with Providence, R. I., as the stage where the doings will occur and the Providence Motorcycle Club as the stage directors. On Saturday night the regular fall business meeting of the New England F. A. M. District is scheduled to occur in Verdani Hall at 8 o'clock. Both the hall proper and the annex have been engaged and there will be some lively entertainment and good things to eat to help along the digestion of the prosaic business matters.

On Sunday, the eighth annual triangle run of the Providence Motorcycle Club will take place. This now is the oldest motorcycle event in the United States, and is the banner motorcycle event of the year in New England. It takes its name from the shape of the course, which leads from Providence to Boston to Worcester to Providence, a triangular route of 140 miles. This year a slight change has been made in the route and the run will pass through Westboro, Mass., the headquarters of National F. A. M. Secretary G. B. Gibson, who will be on hand to welcome the riders. As in former years, there will be pacemakers to keep down scorching, and checking stations at important towns. The schedule is 15 miles an hour, which is a snap to maintain as the roads are boulevards all the way.

Of course, the run will be held under F. A. M. sanction, and the entry fee has been fixed at $2. Sterling silver medals will be given to riders making perfect scores. Clubs and dealers in New England are strongly urged to support this run, as the Providence Motorcycle Club has an enviable reputation for its business-like management of the triangle runs and prizes always are delivered promptly. It also offers an opportunity to get acquainted with a very agreeable set of riders and to see some of the best roads in this country. B. A. Swenson, 298 Blackstone street, Providence, R. I., has charge of entires.

"Two Charlies" Lead the Indian Tribe.

Spencer and Gustafson, of Springfield, Mass., better known as "the two Charlies," paid a little visit to Hartford, Conn., on the 21st inst., and did a few turns of their motorcycle vaudeville speed sketch. They were billed at a mixed automobile meet held at Charter Oak Park, and their work by no means was the least interesting part of the "gasoline show." Cutting the finishes close enough to wake up the 3,500 people present, they "divided" a pair of races between them. The five-mile race was run twice, Gustafson's chain breaking in the first getaway and Spencer having a walkover. In the runover the men see-sawed to the finish, when Gustafson won by a length in 4:47⅗. Later in the afternoon the 10-mile event was staged, and after another see-saw Spencer crossed the finish line a wheel in front. Time, 9:28⅗. George Lewis and Al Nelson, two local boys, rode an interesting five-mile match, Lewis winning by an eighth of a mile in 5:17. Indian machines were used exclusively.

Galesburg (Ill.) Races Prove Interesting.

Three snappy motorcycle races were run in connection with the automobile events at the mile track, Galesburg, Ill., on the 20th inst., and each produced a different winner. Albert Stansbury captured the feature battle, a ten-mile free-for-all, assuming the lead in the fourth mile and never being displaced. Velander, who lost nearly a lap at the start, owing to an obstreperous motor, finally got into his gait and finished second. Velander won the ten-mile handicap from scratch, against a field of four, the limit men having two minutes. Leading all the way and never pushed dangerously hard, Mason captured the five-mile sprint for 30½-inch machines, Linderwood checking in second. Fifteen hundred people enjoyed the afternoon's sport.

Summary:

Five-mile stock, 30½-inch class—Won by Mason (Excelsior); second, Linderwood (Excelsior); third, Luval (Harley-Davidson). Time, 7:17.

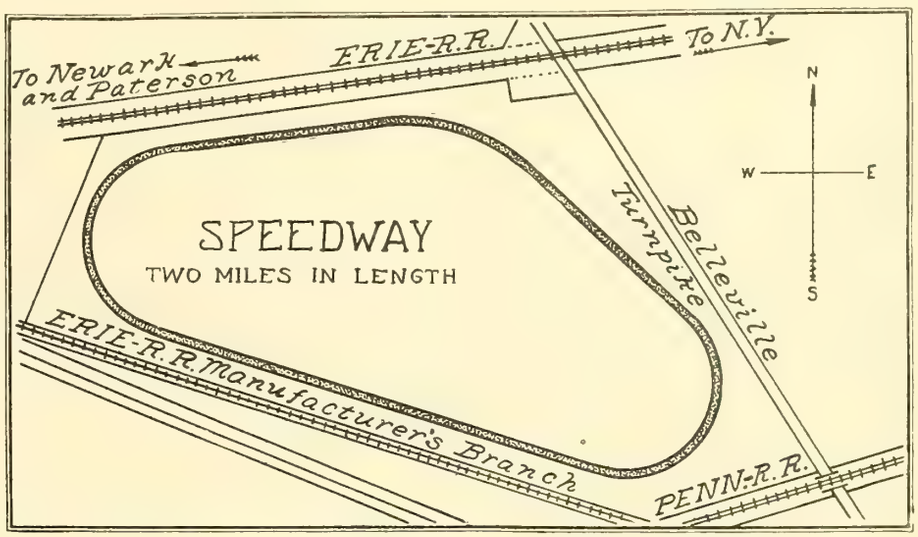
Ten-mile free-for-all—Won by Stansbury (Harley-Davidson); second, Velander (Indian); third, Walker (Excelsior). Time, 11:16.

Ten mile handicap—Won by Velander (Indian), scratch; second, Stansbury (Harley-Davidson), scratch; third, Linderwood (Excelsior), scratch. Time, 11:06½.

METROPOLITAN SPEEDWAY IN SIGHT

Movement That Promises Consummation of Oft-Planned Project—Option Secured on Site for Two Miles Track.

Despite the fact that all—and there were not a few—past projects to build a motordome near New York City never got beyond the paper and talk stage, the Metropolitan District at last is in a fair way to have a motor speedway. To finance the project there has been incorporated in Trenton, N. J., the Metropolitan Speedway Association with $1,500,000 capital, ample, it is claimed, to purchase the land and construct the track. Among those identified with the enterprise are a number of Jersey City capitalists and men connected with the automobile trade, including Carl Fisher, president of the Indianapolis Speedway; A. L. Oliver, who is a director in several banks; W. A. Van Keuren, a wealthy Jersey City contractor; Walter M. Dear, of the Jersey City Journal; F. J. Wagner, George Paddock, H. W. Runyan, F. Dunham, Thomas H. Williams, Addison Johnson, Charles E. Collard, Isaac N. Quimby and J. W. Kelly.



MAP OF PROPOSED METROPOLITAN SPEEDWAY

The speedway, which will be the only one of its kind in the East, will be located on the Belleville turnpike, between Jersey City and Newark, and will be reached by both the Pennsylvania and Erie railroads, whose tracks run along two sides of the tract. A plot of 330 acres already has been acquired it is stated. Although the land is in a marshy section, it is said that soundings have shown a solid bottom six feet below the surface, and that there will be no danger of the track settling.

As the accompanying illustration shows, the track will be of original and unique shape, taking the form of a safety pin with a camel hump in one side. This arrangement is said to have the advantage of neces-

sitating but two distinct turns and one very easy turn, the hump turn being claimed to be capable of being taken at almost full speed. The long stretch will be 3,421 feet, and the shorter stretches 1,745 and 1,280 feet respectively.

A grandstand having a seating capacity of 100,000 persons will be built, according to the promoters, with accommodations for doubling the capacity if necessary. It is promised that work on the speedway will begin soon and that it will be ready in September, 1912. While the speedway primarily is intended for automobile contests, it also will be suitable for motorcycle racing.

Touring Popular in and Around Toronto.

This is touring time with the motorcyclists of Toronto, Can. Hardly a day passes without a party of tourists arriving home from a prolonged trip, or perhaps another pair setting out for a long journey. The longest tour of the season was probably taken by H. J. Stillaway on a Brown, who was accompanied part of the way by Don Sutherland (Thor), and W. Stoner (Triumph). Stillaway traveled the well-worn route to Buffalo, where his companions left him; thence to Cleveland and Detroit all alone, returning by the same route. The distance of this trip was approximately 1,200 miles, and the only accident was a broken fork near Erie. Stillaway reports that he saw hundreds of touring motorcyclists on the "National Highway" between Buffalo and Detroit.

J. S. Scott, a student at Toronto University, straddling a six-twin Excelsior, arrived last week from a two weeks' jaunt to New York City and return.

Banfield (Triumph), Tate (N. S. U), Heuston (N. S. U.), and George Bain (Rudge-Whitworth), recently explored a part of Ontario, where motorcycles had never been before. They covered 35 miles out from Toronto in two hours, but the next two hours were consumed in trying to cover a four-mile stretch known as the "Seldom Seen" road. Here they found precipitous hills and deep sand. The riders were "all in" at the finish of this ride and were unable to return home the same day as they planned. They were careful to choose a different route for the return trip and arrived in the city safely the following day.

Marylanders Enjoy Mountain Riding.

Capt. H. Matthew Gault and the members of the Maryland M. C., of Baltimore, took a fine spin into the mountains of Maryland last Sunday. It was the second run of the club to Ridgeville, by way of Westminster and Frederick, the return being made by way of Laurel. Approximately 110 miles were covered. The noon stop was made at Ridgeville, where one of those famous Maryland dinners was served to the hungry and dust-covered cyclers. It is needless to say that they enjoyed it, for it is known that after partaking of the delicacies they hit the pike on the return with such speed that they reached home before knowing it.

Captain Gault expressed himself as being greatly pleased with the run, stating that the roads were in excellent shape and the air cool and bracing for a day's run. A trip will be made every Sunday, weather permitting, from now until the first of the year, and the member who does not miss a run will be rewarded with a silver cup.

The wife of W. S. Standiford was the only lady on the trip. She road on a tandem attachment on her husband's machine, and so easy was the riding for her that she has decided to go every Sunday.

Ovington Becomes Aerial Postman.

Earle L. Ovington, aviator, ex-president of the F. A. M., and motorcycle importer, again has distinguished himself in bird land by being the first aviator in the country to carry United States mails in a cross-country flight. The feat occurred at the Long Island aviation field on the 23rd inst., when Ovington carried between his knees a mail bag weighing 75 pounds from the field postoffice at Garden City to the postmaster at Mineola. Although Ovington uses a French Bleriot monoplane, it is of interest to note that the machine is fitted with an Indian seven-cylinder revolving motor and Bosch magneto.

Excelsior "Records" Are Not Official.

Chairman Thornley states that all records alleged to have been made with Excelsior machines on the Chicago Motordome, while they may be correct as to time, nevertheless are unofficial, as they have not been accepted by the F. A. M. He states further that no effort has been made to the best of his knowledge to comply with the rules governing record claims by the filing of sworn affidavits of the officials, and also that no sanctions for record trials at Chicago have been granted. This latter point is purely a technical one, however, and probably would not prevent an acceptance of the records claimed if the requirements had been complied with.

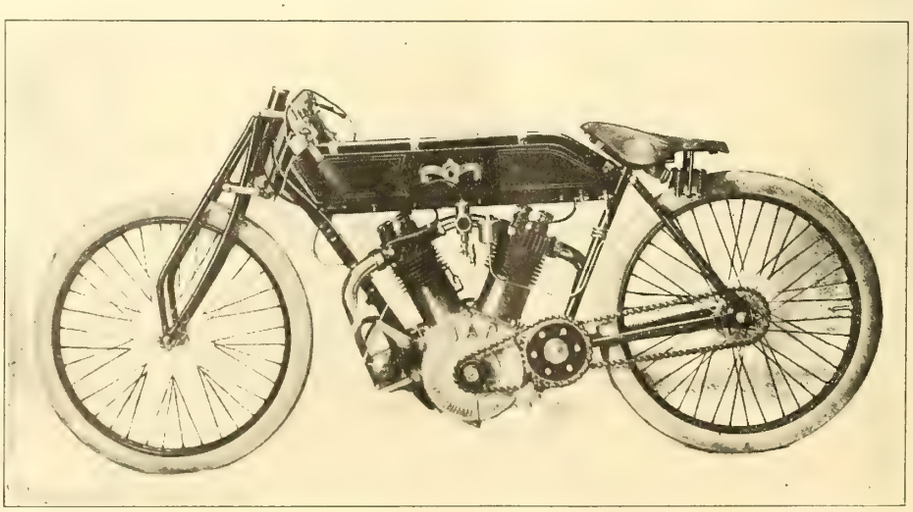
Savannah Club Decides to Affiliate.

At the regular monthly meeting of the Savannah Motorcycle Club, held on the 17th inst., it was finally decided to affiliate with the F. A. M., after keeping out of that organization since the club was organized, three years ago. There are now 175 members on the roll and new names are being added constantly. A movement is under way for the club to build a motorcycle race track, securing the funds by popular subscription, and leasing the land necessary. If this plan materializes the club will hold weekly races.

William Koeck Draws Suspension.

As a result of complaints filed against him by Referee C. A. Carpenter, William Koeck, of Oshkosh, Wis., has been suspended indefinitely from competing in F. A. M. sanctioned events for alleged reckless riding at racemeets held at Fond du Lac, Oshkosh and Appleton. He also is given opportunity to submit any defense he may have to offer.

COLLIER'S MATCHLESS-JAP IN CHAIN DRIVE FORM



As predicted by the Bicycling World and Motorcycle Review same weeks ago, C. R. Collier, the English champion motorcyclist, who has become well known to Americans through his races with Jake De Rosier, has converted his famous racing Matchless to chain drive. The accompanying illustration clearly depicts the arrangement of the new form of transmission which is typical of American practice. The countershaft carries a compensating sprocket to ease the shocks of the explosion. The gear ratio is 2⅗ to 1, the rear hub carrying a 26 tooth sprocket. An eccentric adjustment is provided in the countershaft for tightening chains, with a second adjustment at the rear axle. Renold chains are used. The Jap motor it will be noted his overhead valves and a separate oil lead to the front cylinder. The cylinders are 3.6 bore by 3.128 stroke. No ports are fitted.

SMALL CROWD AT GUTTENBERG

Sunday Races do Not Seem to Draw—Lack of Proper Publicity and Advertising Probable Cause.

Renewed efforts to give New Yorkers Sunday motorcycle racing again were made at Guttenberg, N. J., on the 24th inst., when the second revival meet was run before a small crowd, numbering about 250 spectators. For the most part the events either were walkovers or otherwise uninteresting. The meet marked the advent of two new professionals, W. L. Coursen and Al Graves. Coursen signalized his cash debut by winning the five-mile professional easily. Graves won the first heat of this event from Coursen in a rattling finish, and the best of the day. Guterman's machine was not in good form for he proved easy game for Coursen several times during the meet. G. Haas was the only double winner, capturing the private owners and miss-and-out races, both at five miles. T. Maynez won the novice, dragging his machine the last 50 feet after he had been dismounted by his belt jumping, wedging between the tire and frame and tearing the former off. Naturally he had a big lead when the mishap occurred. Summary:

Three-mile novice—Won by T. Maynez (N. S. U.); second, W. Buckingham (Harley-Davidson); third, J. LeRoy (Peugeot). Time, 4:00.

Five-mile professional—Won by W. L. Coursen (Indian); second, L. H. Guterman (Indian). Time, 5:53.

Five-mile private owners—Won by G. Haas (Indian); second, R. Buttlar (Indian); third, Cox (Excelsior). Time, 5:58⅘.

Five-mile mis--and-out—Won by G. Haas (Indian); second, J. J. Cox (R.-S.); third, R. Buttlar (Indian). Time, 5:50.

Five-mile free-for-all—Won by J. J. Cox (R.-S.); second, J. Buckingham (Harley-Davidson); third, T. Maynez (N. S. U.). Time, 6:25.

Ten-mile handicap—Won by H. W. Cox (Excelsior); second, J. J. Cox (R.-S.); third, T. Maynez (N. S. U.). Time, 13:46.

Not Exactly New—But Pertinent!

Barney Oldfield, who in his day has experienced all the thrills which automobile racing offers, both in speed and in smash-ups, apparently felt a new and unknown to him sensation chasing down his spinal circuit when he attended a racemeet at the Riverview Motordrome, Chicago, recently. Here is his opinion of motorcycle racing:

"For real nerve tingling and spine chilling sensations one should witness a motorcycle race as they are staged on the steeply banked saucer tracks.

"I got a glimpse of the sport in Chicago the other night on the track built by Jack Prince. I saw six riders in a 10-mile race, riding elbow to elbow at an average speed of 90 miles an hour. The intrepid fellows wiggled in and out of the flying bunch and shoved and elbowed each other as though they were riding a bicycle along a country road at a snail's pace.

"One fellow suffered a blow-out tire and spilled himself and four others, but none were hurt. I was informed that, aside from picking up a lot of splinters, the riders have never been hurt on the track. I rode a motorcycle before I went into the automobile game, but they have doubled the speed since my day."

And Day by Day the List Grows.

Four more motorcycle clubs now possess the coveted F. A. M. affiliation certificates, making a grand total of 196 affiliated clubs, according to the last weekly report of Chairman Estabrook of the membership committee. The newly affiliated clubs are the following: No. 193, Fond du Lac (Wis.) Motorcycle Club, 12 men; No. 194, Council Bluffs (Ia.) Motorcycle Club, 12 men; No. 195, Davenport (Ia.) Motorcycle Club, 22 men; No. 196, Rock Island (Ill.) Motorcycle Club, 15 men. The first club is 75 per cent. F. A. M. membership, and the other three 100 per cent.

Another dealer working for the F. A. M. cause in James Mills, of Santa Cruz, Cal., mills, reports that there are 25 local motorcyclists and he reckons that he can weld them into a 100 per cent. F. A. M. club. Furthermore, he intends putting his theory to a test, and is not worried as to the outcome.

There is a warm welcome awaiting all motorcyclists who visit the Ashtabula (O.) Motorcycle Co., now, as the members of the firm recently joined the F. A. M., secured the appointment of their establishment as an official repair shop and have hung out the official sign that tells the rider that that shop is O. K. The firm also is interesting itself in the founding of a club and a call will be issued shortly to all riders to attend a meeting at the store to discuss the organization of a 100 per cent. F. A. M. club.

In the opinion of H. E. Walden, of Barnegat, N. J., that place needs a motorcycle club, and he is going to try to bring about such a consummation.

Chairman Estabrook serves notice that the club that wants affiliation certificate No. 200 had better put in a bid quick. There are but three more certificates to be filled out before the double century parchment presents itself for distribution.

Receipt of a shipment of F. A. M. literature aggregating two and one-half tons has forced Chairman Estabrook to surrender his favorite den and retreat to a spare room. When an organization can order propaganda matter in two and one-half ton lots it indicates the scope and optimism of its membership committee. The literature is ready for distribution to those desiring to pursue F. A. M. missionary work.

CREATING "FANS" AT RIVERVIEW

Spectacular Races on Chicago Track Turn Mild Spectators Into Rampant "Bugs"—De Rosier Still on Top.

"Jake" De Rosier, winner of many motorcycle records in various countries, won two hair-raising contests on Saturday afternoon, the 23rd inst., at the Riverview stadium, Chicago, and thereby enjoyed the honor of capturing the closing events of what has proven the most sensational motor race meeting ever held in this country. Since July 9 motorcycle speedsters of the highest type have met three times weekly before crowds of spectators, taxing the capacity of the motordome, and thousands of mildly interested onlookers have been converted into the most rampant motorcycle "fans."

From the beginning of the season few changes have been made in the list of riders, although some have gone for awhile only to return again. By the time De Rosier had returned from a victorious trip abroad all the other riders had annexed a clan of enthusiastic "rooters," and many desired that the champion should meet defeat. For a time this hope was partially fulfilled, for De Rosier discovered that during his absence improvement had been made in the speed of motorcycles and his machine was unable to maintain the new pace.

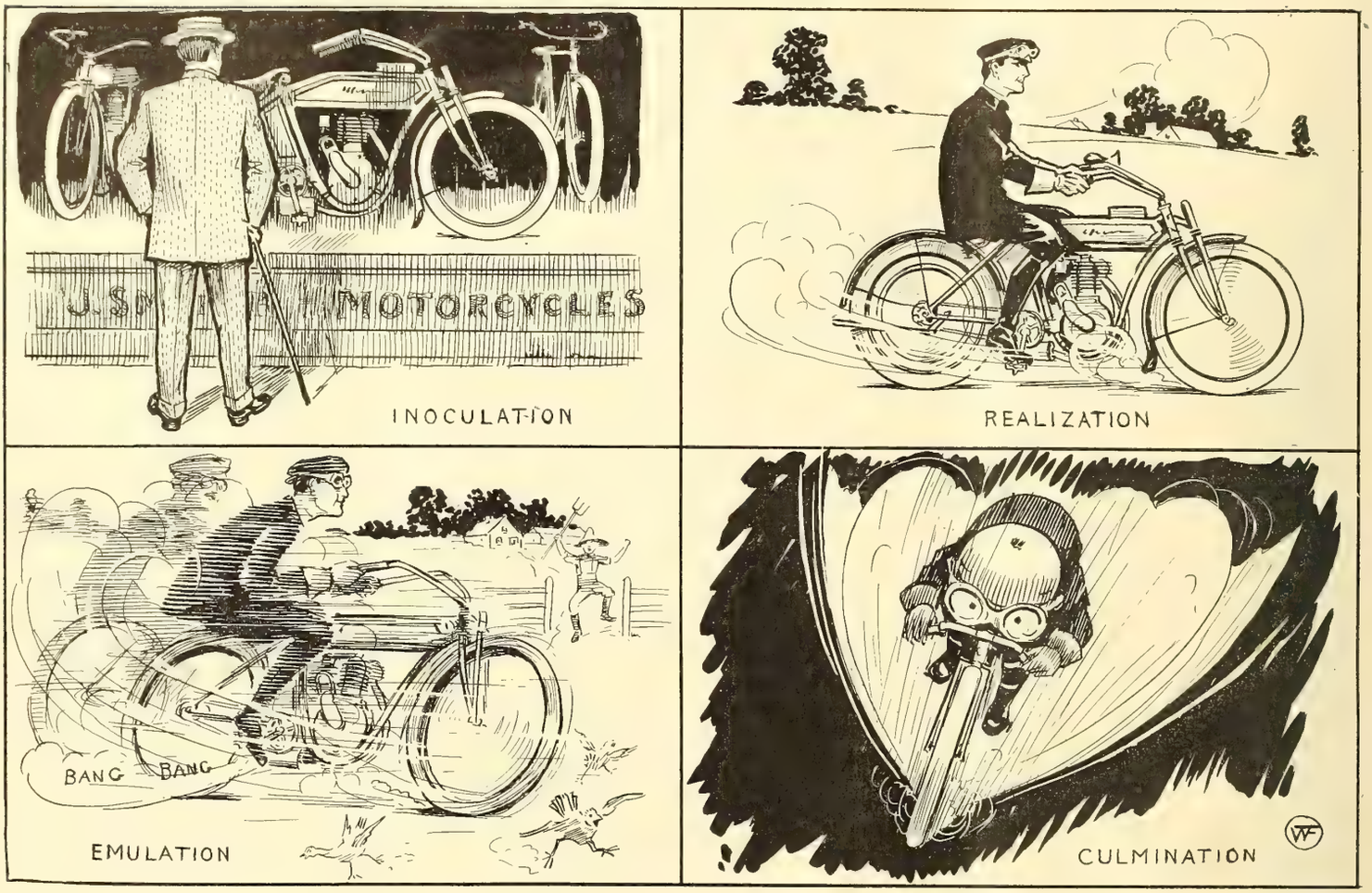
Quickly, however, De Rosier placed an order for a fast machine, and for three weeks ending the season "Jake" has given all competitors a real battle for the honors.

One new marvel, Wolters, has been developed by the new stadium, and his name has gone throughout the country, as the sensation of the year. Wolters was fortunate in acquiring the first of the new Excelsior machines which have developed so much speed and the honors which have gone to Wolters should be shared by the concern which made his speed possible.

Relative to the machines in distinction from the riders, three different makes of motorcycles have enjoyed periods of success at Riverview. At the opening of the meeting the Indians ran away from everything on the track. Then came four or five weeks in which the Merkel riders captured a majority of the contests. Then came the new Excelsiors, and with the end of the year the Chicago made machine is holding to its honors. Meanwhile the Thor and other makers are working on speedy machines, and it would seem that all records must fall before many months.

Saturday's races were well contested, De Rosier having all he could do to defeat Wolters and Balke in the opening five-mile professional race, and having no certainty against Edwards and T. Samuelson, both riding Indians, in the final six-mile

THE GRADUAL EVOLUTION OF A MOTORCYCLE SPEED BUG



Illinois Athletic Club sweepstakes event.

William Samuelson won the three-mile consolation, his Indian maintaining a fair margin over the Excelsior ridden by Albright.

The five-mile amateur handicap was won by H. P. Mitchell on an M. M., with the season's favorite, Wenk, riding a Thor, just a few feet back. Summaries:

Five-mile amateur—Won by H. P. Mitchell (M. M.); second, P. Wenk (Thor); third, W. F. E. Williamson (Excelsior). Time, 5:30.

Five-mile professional—Won by De Rosier (Excelsior); second, Wolters (Excelsior); third, Balke (Excelsior). Time, 3:35⅗.

Three-mile consolation—Won by W. Samuelson (Indian); second, Albright (Excelsior); third, Edwards (Indian). Time, 2:17⅖.

Six-mile professional, Illinois Athletic Club sweepstakes—Won by De Rosier (Excelsior); second, Edwards (Indian); third, T. Samuelson (Indian). Time, 4:28⅗.

Making Clear Standpoint of F. A. M.

J. Leo Sauer, chairman of the Legal Action Committee of the F. A. M., has issued the following statement in regard to the policies of that committee:

"The avoidance of unnecessary correspondence may result from a brief statement of the policies of the F. A. M. National Committee on Legal Action.

"In the first place, it should be understood that the federation is not yet in position to prosecute purely personal damage suits unless they provide an opportunity to establish valuable precedents in favor of all riders of motorcycles. Much as the committee would like to fight the case of every member of the F. A. M. injured through the carelessness of others, that is not yet practicable. On the other hand, important test cases to establish the legal status of the motorcycle and of motorcycle riders will be welcomed by the committee.

"The point is simply this: Where the law in any case is established and clear, and where it is simply a matter of producing evidence, the responsibility lies with the individual. Of course, exceptions may be found, and the committee will confer with the Board of Directors in any case which, because of particularly distressing circumstances, may seem to call for F. A. M. action.

"Distinctive from cases in which evidence is everything, there will be instances where the law is either inequitable or oppressive, or where its purposes is not entirely clear. Such cases come within the province of this committee; together with all instances of actual or prospective legislation, state or local, the enforcement of which is or would be damaging to the interests of motorcyclists.

"In this connection, announcement may as well be made now that the committee will lend a hand to help any open muffler or speed fanatics. On the contrary, the committee wishes to place itself on record as in favor of reasonable legislation affecting the sport, and of the enactment and strict enforcement of statutes and ordinances to prevent excessive speeding and the use of the muffler cut-out in cities and towns. The committee understands that the federation does not care to encourage any who are acting against the welfare of other motorcyclists."

Another Motorcycle Club for Baltimore.

The Chesapeake M. C., of Baltimore, has just been organized. The object of the club is to stimulate interest in motorcycling. It has 20 charter members and the first long-distance run will be made shortly to York, Pa. Members of other clubs and independent riders have been invited to go along. The officers of the club are: President, Frederick Kuhl; vice president, W. H. Dietz, Jr.; secretary-treasurer, George W. Coggins; captain, F. Fehrman; first lieutenant, F. Plitt.

When in Doubt as to Your Course: Read These Rules

Rules of the Game.

Section A. Rules for use of the cut-out.

(Note: Many riders are just beginning to wake up to the advantages of the cut-out. A careful perusal of the following hints will doubtless prove of value if due consideration is given them. They will do much to decrease the slight public prejudice which may exist against the motorcycle).

Rule 1. Always open the cut-out when passing a horse that is inclined to be restive. If the animal is managed by a woman or anyone apparently not used to driving, it is all the better. Everybody needs experience, and a runaway is chuck full of that very useful commodity.

Rule 2. When you are riding through a village late at night the cut-out should always be working. People of the rural districts are apt to get too much sleep.

Rule 3. If you ride on Sunday and happen by a country church during service, be sure to jam down the cut-out lever. In hot summer weather the windows of a church are usually open, and the sharp explosions from your open muffler will emphasize in a pleasing yet decisive manner the remarks of the pastor. If you switch the spark off and on rapidly you may succeed in eliciting three or four hearty and enthusiastic explosions from the gas in the muffler. It is hardly necessary to call attention to the valuable interruption of the Sabbath quiet which may be thus occasioned.

Rule 4. When a pedestrian, particularly if it be a woman, hesitates on seeing you approach, at a loss just what to do, never fail to open the cut-out. The sudden noise will tend to clear the brain of the confused individual, and then if there should be an accident you can tell the coroner that you gave full warning. Of course, in passing a pedestrian always shave him as closely as possible, then you can laugh at him when he jumps.

Rule 5. If you are touring and start out early from your hotel, always have the muffler open when warming up the engine. This informs the other guests that you are about to leave, and furnishes a gentle reminder that it is time for them to get up. They will doubtless appreciate your thoughtfulness and courtesy in the matter.

Rule 6. Be sure to open the muffler if you happen to meet a funeral procession. The noise will distract the attention of the mourners, and besides, there is always a chance that the horses attached to the hearse may be frightened into bolting. That would enliven everybody and you might get credit for being a tender-hearted and considerate young man.

Rule 7. Some riders have gone so far as to remove the cut-out lever entirely, leaving the muffler open all the time. Such public-spirited conduct is worthy of the highest praise, yet it is not to be recommended as a steady practice. Certain communities have very strict laws—laws that are enforced, we mean—and you may get into trouble if the means to curb your muffler is lacking at a crucial moment.

Section B. General rules for conduct on the road and treatment of the public.

(Note: See also under section A, rules 1-6.)

Rule 1. When you are touring and stop at a hotel always make yourself as conspicuous as possible. Talk in a loud voice; jolly the waitress if she be pretty, boss her if she be homely; and attract all the attention that you can. To make motorcycling popular we must advertise it more thoroughly.

Rule 2. If you happen to notice a number of summer girls walking in the road ahead, that is your cue to flatten down on the gas tank after the well-known style of professional racers (note A: You can get the correct posture from studying the photographs published in this magazine); open the throttle wide, and let things hum. (Note B: We presupposed that your muffler was already open.) If you are adept enough you may even be able to get a few grease spots from the engine on the girls' white dresses. Such actions as these never fail to impress the fair sex, and after they have wiped the dust from their eyes and clothes all will be sure to agree that you are an awfully nice boy.

Rule 3. When riding through a strange village, provided your number plate is well covered with dust, never go slower than 40 miles per hour. It gives the natives a real treat to see you go by.

Rule 4. If the driver of a vehicle neglects to turn out sufficiently and so forces you into the ditch, don't fail to stop and inquire with deep sarcasm, where in h—l he thinks he's going, and follow this up by demanding if he doesn't know his own dashed side of the road. Quite likely the driver didn't intend to crowd you off and would have apologized if given an opportunity, but it is well to let him clearly see that you know your own rights.

Rule 5. Whenever you hear anyone speak disparagingly of motorcycles or those who ride them, never attempt to show him in a gentlemanly way that he is in error. Talk loudly about the "progress of modern inventions" and the "spirit of the age," not neglecting some reference to "old fogies." This line of argument is very convincing and wins over many followers to the sport.

Rule 6. Always try to kill all the animals you can while on the road, but be careful to pick harmless and innocent victims. Small chickens, puppies, kittens, etc., furnish fine sport with little danger of the rider taking a bad flop. Owners of pets consider it a real privilege to have them killed by motorcycle riders.

Section C: Rules for treatment of fellow-riders.

(Note: Careful attention to these rules cannot fail to give immediate results. Follow them to the letter and you are sure to become the most popular rider in town and be voted a jolly good fellow by all the other boys.)

Rule 1. It is a poor plan to stop and offer help to a rider whom you meet stalled on the road, there is always a chance that you might have to tow him in, or go to considerable trouble otherwise. But if you feel compelled by curiosity to stop, assume a know-it-all attitude and then inquire with an air of superiority as to the cause of his difficulty. If he is so rash as to admit ignorance, smile pityingly upon him and then volunteer the cheerful information that you have never known a machine of his make to give decent service. Don't loaf around too long, or he may ask some fool questions about gasolene engines that you can't answer. Before you leave, advise him to get a machine like yours.

Rule 2. Whenever you meet a chap on the road whose motorcycle looks inferior to the one you ride, always try to get him into a race. If you win you can remark later on in a patronizing way that your engine wasn't half open. If you lose you can offer as an excuse the fact that your machine wasn't running very well. Add that your valves haven't been ground for more than a year and so your compression is no good. Assert that under ordinary conditions you could go by his bunch of scrap iron so fast that an onlooker would think it was nailed to the ground.

Rule 3. If anyone declines to race, by no means consent to plod along beside him. Anchor yourself just in front, so that he gets all the dust you stir up. This is bound to promote the best of good fellowship.

Rule 4. When you happen upon a rider with a mount more than two seasons old, don't forget to show the proper amount of scorn. Have him understand that you consider yourself a superior being, far above his class (pronounced claws).

Rule 5. If there is a motorcycle club in town join it by all means. Always be on deck whenever there's a free feed or a club run on, and be the first to grab the magazines when they arrive, but never, under any circumstances, pay your dues. Make it a point always to knock the way the club officers do their work, and give out the impression that if you were only on the job things would be different.

Section C: Rules for managing and caring for your machine.

Rule 1. When you come upon a sharp turn to the left in the road, always cut across the corner. You may save as much as one-half second by doing this, and your family may be enriched by the amount of your life insurance policy, should you chance to bump against a big husky automobile which is rounding the bend in the other direction.

Rule 2. If you overtake a trolley car and an automobile traveling side by side, it is a clever little trick to slip in between them. The fact that your name is likely to grace the obituary columns of the papers next morning should not deter you from making the attempt.

Rule 3. Never clean your machine on returning from a run. What's the use? It would only get dirty again the next time you take it out. And some riders have the disgusting habit of occasionally going over their mounts, tightening up loose nuts and so on. What's the good of a machine that won't run itself?

Rule 4. As soon as your motorcycle begins to show signs of approaching old age, form the habit of lending it to all the inexperienced persons who are foolish enough to be willing to borrow it. One of them is almost sure to have a smash-up some day, and then you can collect from him, or his sorrowing family, much more than the value of the machine. This will go far on the purchase of a new one.

Rule 5. Never keep your tires properly inflated. When they wear out say that they were rotten and never were any good from the start. Then see if you can't stick the tire company for a new pair.

(Final note: This magazine wishes it distinctly understood that it will not hold itself responsible for accidents resulting from too serious a consideration of the foregoing rules. They are intended to be read, not followed.)

Willis Makes Clean Sweep at Akron.

Dan Willis, the Canton (Ohio) "bearcat," swept the prize table clean at the race meet of the Akron Motorcycle Club at the Fair Grounds track, on the 16th inst., taking six firsts, which were all there were that he was eligible to take. Willis did not have any walkovers and had to fight hard for everything he got. The fights for second were little less interesting, Wagner and Kraft being the chief candidates for second honors. Kraft outrode Wagner and took four seconds, while the latter received some consolation by winning the coveted club championship for 1911.

It was a day of mishaps, and few were the contestants who did not "bite the dust" at least once during the speed battles. The most spectacular and most serious fall of the day was suffered by Herbert Griffin in the club championship. He ran into a stone wall on a curve and was tossed into a river 16 feet below. He was badly bruised about the head, arms and body by sharp stones but his injuries are not dangerous.

A peculiar mixup occurred in the pursuit race. Willis had caught all but Kraft and just was overhauling him when Kraft skidded into Willis and both went down. They got up together immediately and jumped on their machines and continued their scrap, riding neck and neck until Willis finally drew ahead. The track was very rough after recent rains. Attendance, 3,000.

Summary:

Three mile novice, club members—Won by Oakey Weible (Harley-Davidson); second, Herbert Griffin (Harley-Davidson). Time, 4:47⅗.

Three mile open—Won by Dan Willis (Indian); second, Herman Kraft (Thor). Time, 4:20.

Ten mile club championship—Won by Henry Wagner (Harley-Davidson); second, Herman Kraft (Thor). Time, 14:51.

Miss-and-out—Won by Dan Willis (Indian); second, Herman Kraft (Thor). Distance, 3 miles. Time, 4:24⅕.

Fifteen minute race—Won by Dan Willis (Indian); second, Henry Wagner (Harley-Davidson); third, Herman Kraft (Thor). Distance, 10¼ miles.

Five mile open—Won by Dan Willis (Indian); second, Kraft (Thor). Time, 7:33.

Unlimited pursuit—Won by Dan Willis (Indian); second, Herman Kraft (Thor). Distance, 6 miles. Time, 9:12⅗

Ten mile meet championship—Won by Dan Willis (Indian); second, Herman Kraft (Thor). third, Bert Waltz (Thor). Time, 15:08⅕.

Accessory Firm Donates Trophy.

Messrs. John Millen & Son, wholesalers in automobile, bicycle, motorboat and motorcycle accessories, with offices in all the principal centers of Canada, have donated a handsome silver trophy to be emblematic of the 10 mile open championship of Canada. Competition for this cup will start next season. This makes the third perpetual trophy which has been donated to the Toronto Motorcycle Club this summer.

At a meeting of the Gulf District, F. A. M., held at the store of C. W. Fisher, 403 East Broadway, Louisville, Ky., on the 18th inst., with District Vice President J. B. Coblens in the chair, the following district officers were elected: Glen White, secretary; H. P. Miner, treasurer.

HAVERFORD CYCLE'S FOURTH SEASIDE CONVENTION



Once a year the officers and branch managers of the Haverford Cycle Co., of Philadelphia, get together at the seaside, generally at Atlantic City, and have a convention and social "get together." This year the party went to Atlantic City in motor cars from Philadelphia on Sunday, 3rd inst., and on Monday, Labor Day, moved over to Egg Harbor, N. J., where the president of the company, Max Sladkin, gave a champagne dinner. Among those included in the party were: Max M. Sladkin, Mrs. Sladkin, J. H. Smullen, Mrs. Smullen, Miss M. C. Smullen, Edward J. H. Smullen, M. Bunkin, L. J. Kellner, William B. Croszer, B. L. Creamer, C. H. Cross, Mrs. Cross, Miss I. C. Wilson, Miss E. Featherstone, William Vansaun, Charles Hilyard, Charles Hobbs, Louis Warner, Mrs. Warner, Thomas Kilray, Frederick Gaffee, Layton Hill, Frederick Winthrop, Miss D. Lupy and J. Love. The photograph was taken before the dinner.

RACING CYCLISTS REVIVE UNION

Old American Association Brought Back to Life—Macfarland and Fogler Moving Spirits—Relief Fund Suggested.

Answering a call sent out by Floyd Macfarland, practically all of the professional bicycle riders now competing on the eastern circuit held a meeting at Newark on Wednesday, the 27th inst., and revived the old American Racing Cyclists' Union, in which at one time were enrolled all of the professional riders. In recent years interest in it has been permitted to wane, and now that the game has taken such rapid strides forward, especially during the past three seasons, the riders see the necessity to rebuilding their organization.

In addition to various worthy aims with a view to bettering their standing in the sporting world, the A. R. C. U. was accredited a representative membership in the National Cycling Association, the sport's governing body. Frank L. Kramer was the last regularly appointed representative and has acted in that capacity for years. For some time past it has been known that Kramer would prefer to resign that position in favor of some other rider and this was one of the questions immediately considered upon the reorganization.

Floyd Macfarland was selected as temporary chairman and Worthington L. Mitten as secretary. When the nominations for N. C. A. representatives were brought to vote Joseph Fogler of Brooklyn polled the largest vote, having eight more to his credit than John Bedell. Charles Turville, F. L. Kramer and James F. Moran were the other nominees.

Another question considered was the proposition put before the riders by Macfarland as representing the management of the coming six-day race at Madison Square Garden. P. T. Powers, the promoter of the race, through Macfarland, suggested that instead of the stated purses being posted as in past races, the teams ride on a percentage basis. The proposition met with considerable opposition and was carried over until the next meeting on the 4th prox.

A grievance committee was appointed by Macfarland to receive complaints from the riders and to make decisions. The committee consists of Iver Lawson, Menus Bedell, Frank Kramer, Paddy Hehir and Floyd Macfarland.

A relief fund for injured bicycle racing men was suggested, but nothing definite was decided upon. A vote on this matter will be taken at the meeting next week. In a discussion the question of how the fund would be maintained came up. It was suggested that a certain part of the fines imposed upon the riders should be given to this fund, and that the receipts from an annual bicycle meet should be donated to the fund. The committee to decide what injured riders should benefit by this fund, it was suggested, should be members of the local newspaper staffs and prominent business men who are interested in the bicycle game. This it is generally believed would be the only correct way of reaching the truly deserving ones.

Abbreviated Six Day Race for Buffalo.

Buffalo (N. Y.) will have an eight-hour-a-day six-day race during the second week of November. Floyd A. Macfarland is looking after the arrangements insofar as signing up the riders and making up the teams are concerned. In all probability there will be 12 teams to start. They will be composed of the riders in the big bunch now competing at the Newark Velodrome.

There will also be a 10-hour team race for amateurs. It is scheduled for November 12th, the Monday of the week of the professional event. A number of the leading amateurs of the east are making preparations and pairing off for the fracas. Those already entered are Carl Ericson, Paul C. Heidrich and Alvin Loftes.



FROM ONE GENERATION TO ANOTHER

In addition to the six-day race there will be a big card of sprint races on the Saturday previous with a prize list of $300. The prizes in the six-day race will total $2,000. The winning team to receive $500 and the other teams, $400, $300, $200, $150, $125, $100 and $75. The winner of the final sprint each night will receive $10.

Collister Seriously Ill at Cleveland.

George Collister, well known in cycling circles as starter and referee in races during the past twenty-five years in and around Cleveland, Ohio, is seriously ill with little prospect of recovery, at his home. Mr. Collister's connection with the sport gained for him a reputation of national proportions. In business life he is the senior member of the firm of Collister & Sayle, of Cleveland, Ohio, jobbers in supplies for automobiles, bicycles and motorcycles.

KRAMER AGAIN NATIONAL CHAMPION

Wins Highest American Professional Honors for Eleventh Successive Year—Clark Finishes as Runner-up.

Frank L. Kramer, ten times holder of the National sprint championship, by winning the two mile championship race at the Newark Velodrome on Sunday last, the 24th inst., tucked away the title securely for the eleventh consecutive year. There is only one more titular event to be run this season, and the points of the two leaders now stand, Kramer, 72, and Clark, 52. Clark, owing to severe injuries received in the big spill of Wednesday, 20th, was excused from riding on Sunday. He appeared at the track and hobbled around in front of the grandstand with Announcer Bedford, who introduced Clark and made the statement to the spectators that Clark found it impossible to get into condition for the day's races, and he therefore asked to be excused. The management also offered in this connection to pay back at the box office the price of admission to any one in the audience who was dissatisfied.

Notwithstanding the absence of Clark, good racing was the order of the day, and one new record, a notable one, in the two mile tandem race, was set up. Kramer won handily in the championship, with Hehir second, and Goullet and Fogler third and fourth, respectively. The champion was also scored for first after a desperate ride high on the bank in the three mile handicap for professionals, over John Bedell, whom, in the opinion of many persons at the tape, had taken the premier position, so close was the finish.

Donald MacDougall, the young amateur, who recently has been giving such a good account of himself, again showed his class by winning the half mile open and taking second in the two mile handicap for amateurs. In both events the game little Newarker rode all out and fairly wobbled across the tape. Coming over in the handicap, MacDougall was kicking out his last ounce and almost went down before crossing the line, but managed to finish, fairly diving over. Loftes won by a length, Raymond Eaton finished a close third on the pole line, and Anthony Rivello was pinched in between MacDougall and Eaton for fourth; when MacDougall went down he took Rivello with him.

The two mile tandem handicap race for professionals resulted in a victory for Fogler and Root, and the setting up of a truly remarkable record by this pair; they having ridden the distance from scratch in 3:40 with a standing start. The previous record, standing start, was held by Wright and Brodbeck in 3:51⅘, while Kramer and Fogler held a record for the flying start in competition of 3:46⅖. The team of Dro-

bach and Anderson (125) finished second by 10 yards, just winning over Lawson and Hehir, third. Summary:

Two mile National Championship, professional—Won by Frank L. Kramer; second, P. O'S. Hehir; third, Alfred Goullet; fourth, Joseph Fogler. Time, 4:01⅗.

One-half mile open, amateur—Won by Donald MacDougall; second, Alvin Loftes; third, Paul C. Heidrich. Time, 1:06⅘.

Two mile invitation, professional—Won by Menus Bedell; second, Peter Drobach; third, Walter De Mara; fourth, Percy Lawrence; fifth, Jumbo Wells; sixth, Charley Stein. Time, 4:24.

Two mile open, novice—Won by Fred Weber; second, F. Whitley. Time, 4:37⅖.

Three mile handicap, professional—Won by Frank L. Kramer (scratch); second, John Bedell (80); third, Ernest Jokus (200); fourth, Eddie Root (70). Time, 5:54.

Two mile handicap, amateur—Won by Alvin Loftes (scratch); second, Donald MacDougall (40); third, Raymond Eaton (260); fourth, Anthony Rivello (140). Time, 4:02⅕.

Two mile tandem handicap, professional—Won by Fogler and Root (scratch); second, Drobach and Anderson (125); third, Lawson and Hehir (80); fourth, Fred Hill and Lawrence (30). Time, 3:40.

The Elimination Club Century Run.

The Elimination Club run of the E. D. C. R. C. Association was run on Sunday, the 17th inst., leaving Columbus Circle at 9 a. m., arriving at Bayshore, L. I. (45 miles), at 12:15 p. m., which was the dinner stop, with two riders less than were at the start, one of whom was stopped by a puncture and another not caring to go further than Amityville (35 miles). On this stretch three riders lost points and only five reached Bayshore with perfect scores. The route then doubled back to Amityville and Freeport, thence across the Island to Floral Park, and a short stop at Garden City for the aviation meet, after which it was necessary to take to the road to Flushing and Astoria Ferry to the starting place in New York City. The winners of points on the run and the score follows:

G. Bieregel, 6 points; A. Kaiser, 6; H. Baum, 6; J. O'Connor, 6; S. Segal, 6; M. Cigal, 5; W. H. Lexow, 3; A. Greenberg, 1.

Atlas Club Holds Bicycle Race.

On Sunday, 17th inst, the Atlas Bicycle Club of Brooklyn, N. Y., held its first races, counting for points, in the series of five races. Order of finish:

One-half mile handicap—Won by Henry J. Murphy (10); second, Vic Lind (90); third, Jerome Steinert (scratch); fourth, William Cullington (80); fifth, Andy Hausenbauer (25).

Ten-mile handicap—Won by Paul Smith (2½ minutes); second, William Cullington (3½ minutes; third, George Russell (2½ minutes); fourth, James Mangels (3½ minutes); fifth, Arthur Wallott (2 minutes).

CLARK FAILS TO CAPTURE HANDICAP

But Sets Such a Sizzling Pace That He Comes Within ⅕ Second of World's Record—Collins Easily Beats Pye.

Contrary to the announcement made on Sunday, the 10th inst., at the Newark Velodrome, to the effect that but one more Wednesday night meet, that of the 13th, would be run this season, there was one held on the 20th.

The meet of the 20th inst. saw some excellent riding and fast time made in the several events. Kramer and Clark, with Goullet, met in the final of the one mile handicap for professionals, but Lawson got shut out in his heat. The long markers in the final made the going very fast, so fast indeed that the scratch men, Kramer, Clark and Goullet, could not get the bunch before the bell lap, and it was only with the hardest kind of riding and by working with Fogler and Hehir that they succeeded in tagging the rear of the flying bunch. At the bell, Clark put on all steam, Kramer and Goullet were trailing in that order, when the twelfth pole was reached Clark made his bid to pass the six riders out in front. The champion weakened here and sat up, while Goullet went after the "Rocket" high on the bank. They both well earned the third and fourth they succeeded in capturing at the tape. The time, 1:48⅘, is within one-fifth second of the handicap record held by Clark.

Fast time also was made by the amateurs in their mile handicap whirl. Frank Cavanaugh did not ride, as he thinks he was unjustly dealt with in last Sunday's disqualification. Despite the absence of Cavanaugh and his assistance, Loftes rode alone from scratch and won the final by a length from Chester Smith, who had 55 yards. Heidrich (70) was third. Loftes won his heat in 1:57⅖.

The ten mile open for professionals saw some very fast going and numerous spills. Kramer was eliminated at the start by one of his tires exploding. The most serious mixup occurred at seven and one-half miles, when Clark's rear tire exploded, bringing down with him Goullet, De Mara, Iver Lawson and Floyd Krebs. Clark was badly cut and wrenched, as also were De Mara and Goullet, all three requiring assistance to the training quarters. Fogler, Root and John Bedell had a merry old dust-up in the final sprint, finishing by inches difference in that order.

In the motor-paced professional race over ten miles, Elmer Collins easily took the measure of Ernest Pye.

Summary:

One mile handicap, amateur—Won by Alvin Loftes (scratch); second, Chester Smith (55); third, Paul C. Heidrich (70). Time, 2:01⅖.

One mile handicap, professional—Won by Pedlar Palmer (95); second, Charles Stein (75); third, A. J. Clark (scratch); fourth, Alfred Goullet (scratch). Time, 1:48⅘.

Three mile open, amateur—Won by Alvin Loftes; second, Paul C. Heidrich; third, Chester Smith; fourth, Carl Ericson. Time, 6:29.

Ten mile open, professional—Won by Joseph Fogler; second, E. H. Root; third, John Bedell; fourth, Paddy Hehir; fifth, Peter Drobach. Time, 21:30⅘.

Ten miles motor-paced race, professional—Elmer Collins vs. Ernest A. Pye—Won by Collins, by three laps. Time, 13:47.

Live Sparks From the "I.-J." Hammer.

But for one thing, just as many people would be riding bicycles today as ever rode them—pride.

As long as it was a badge of servitude to ride there wasn't much use of combating the prejudice, but there are many signs to indicate that the popular attitude is changing.

In Europe it has already changed. Our French, German and English consuls inform us that everyone, from Royalty down, is now cycling in those countries.

There isn't much hope of getting President Taft on a bicycle, but in all lower and lighter strata of society the bicycle is rapidly winning back its devotees.

The lawyer's green bag across the handle bars is again a common sight. The trim bicycle skirt once more presents its elusive charm.

At our country clubs, clusters of bicycles ornament the lawn.

If the bicycle has not actually come back, it is most assuredly on its way.

C. R. C. A. Announces Handicap Race.

The Eastern Division Century Road Club Association announces a fall 10-mile handicap road race, to be held at Floral Park, L. I., on Sunday, November 12th, for which a Columbia 1911 model racing bicycle will be offered as first place prize to top a list of 20 prizes, while a solid gold watch will be first of the five time prizes.

This will be the third and last open road race to be held by the Eastern division this year. Entry blanks can be secured from George Bieregel, secretary, 1105 Amsterdam avenue, New York City.

The final two races, a one-mile and a ten-mile, which will conclude the championship series of the E. D. C. R. C. Association for 1911, will be held at Freeport, L. I., on the Merrick road, on Sunday, October 8th, 1911. A club run will start from Columbus Circle at 9 a. m. over the Hoffman Boulevard to Freeport, L. I.

Kramer Appears on Moving Pictures.

Frank Kramer, the racing cyclist, is now on the "flicker circuit." He is being shown in Pathe Brothers moving pictures, where he makes quite a hit with the audience.

PURSUIT RACE GOES 22 MILES

Lafayette and Crescent Wheelmen in Grueling Contest at Electric Park, Baltimore—Mixed Races on Card.

It isn't often that a motorcycle club introduces bicycle races at a motor meet, but that is what the Maryland Motorcycle Club, of Baltimore, did at Electric Park on the 12th inst., and it had no cause for regret. In fact, it was a bicycle pursuit race which proved the feature of the card, for it required 22 miles to evolve a winner. No such grueling and sustained pedal pushing ever before had been seen in Baltimore, as this pursuit produced. Two two men teams, representing the Lafayette and Crescent Wheelmen, were the contenders, and the Crescents won at the tape after a two mile sprint.

In the motor events, Fred Tiemeyer was the star, capturing the heat race and the novelty. Gintling practically had the novelty won, having despatched his ice cream cone quickest and gotten away to a good lead, but Tiemeyer came on with a rush and won out in the last 10 yards. Gintling, however, seized the novice race for twins, and Nagongast took the same class for singles.

As a "chaser" to the good speedfest, ex-Captain Fisher, of the Baltimore Motorcycle Club, Howard Fisher, the well known dealer, and Dick Brenner, had a hot session, in which Fisher just managed to win out, after being hard pressed for the whole route. Summary:

Two mile novice, four horsepower stock singles—Won by Harry Nagongast (Indian); second, Sam Ambach (Indian); third, Pratt Cooper (Excelsior). Time, 3:04.

Two mile novice, five horsepower stock twins—Won by Dick Gintling (Indian); second, Julian Hecht (Indian); third, Fred Wilkens (Indian). Time, 2:55.

Two mile heat race, best two in three, four horsepower stripped stock class—First heat won by Gus Heins (Indian); second, F. Tiemeyer (Indian); third, Matt Gault (Indian). Time, 2:44. Second heat won by F. Tiemeyer (Indian); second, Gus Heins (Indian); third, Matt Gault (Indian). Time, 2:43. Final, one mile—Won by Tiemeyer (Indian); second, Heins (Indian). Time, 1:16.

Two mile novelty, 50 inch class—Won by F. Tiemeyer (Indian); second, Dick Gintling (Indian); third, Matt Gault (Indian).

Old men's race—Won by W. S. Fisher (Indian); second, H. A. French (Indian); third, Dick Brenner (N. S. U.). Time, 2:59.

Two mile handicap, bicycle—Won by Edgar Boehm (scratch); second, Lyell Bossom; third, Arthur Boehm. Time, 4:49⅗.

Australian pursuit team race, bicycle—Won by Crescent Wheelmen; second, Lafayette Wheelmen. Distance, 22 miles. Time, 0:57:14.

Paris-Brest Winner is Reinstated.

Heusgen, the winner in the tourist division of the great Paris-Brest-Paris road race which started on the 25th ult. according to published reports, has been reinstated and receives full honors for his victory; the protest lodged against him at the time of the finish and the attendant disqualification having been nullified. Witnesses at the hearing before the Sports Commission proved that the judge who furnished the incriminating testimony with the protest was too intoxicated at the time to distinguish the riders, consequently the charge that Heusgen had followed the pace of one of the fast divisions fell flat and that particular judge will never officiate again.

Italians Plan Races for Columbus Day.

Columbus Day will be fittingly celebrated by the great discoverer's compatriots in and about Greater New York, for on that day will be held a combination athletic and bicycle meet at Dongan Hills, Staten Island, where will be decided the Italian short distance bicycle championship of America, and also four running championships of like title.

The event for the bicycle title will be for one mile on half-mile track, to be run in preliminary heats with two men to qualify, a repeating heat, semi-finals and final. The first prize is a silver cup and championship sash; second, solid gold medal; third, gold filled medal; fourth, silver medal; fifth, bronze medal.

LEIMBACH THE BALTIMORE STAR

Captures Three Prizes in Annual Fall Road Race of Crescent Bicycle Club—Wohrna the Winner.

The annual fall road race of the Crescent Bicycle Club, of Baltimore, was held last Sunday, September 24th. There was a large field of starters and close finishes. The race resulted in a victory for Charles Wohrna of the Carroll cyclers, who had a five-minute handicap, with William Leimbach, of the Crescent B. C., from the 3 minute mark, second. August Leimbach, of the same club, won the first time prize, covering the distance in 23 minutes and 13 seconds.



AUGUST LEIMBACH, TIME PRIZE WINNER, CRESCENT B. C. ROAD RACE, BALTIMORE

The course measured nine miles and was from Middle river to Chase's Station and return. Twenty place and five times prizes were offered with an additional prize to the first member of the Crescent B. C. to finish and another one to the first married man to finish.

William Leimbach, of the Crescent B. C., was the big noise of the race, winning second place prize, third time prize and the special prize to the first Crescent to finish. John Smith, of the Racycle B. C., who finished third, carried off the prize for the first married man to finish. A large and enthusiastic crowd witnessed the race, being distributed along the course, and enjoyed the event immensely, as it only took the riders 10 minutes and 48 seconds to pass a given point.

The summary, showing positions and times of riders at finish, with the handicaps by minutes in brackets:

	Time
1—Charles Wohrna, Carroll (5)	25:05
2—Wm. A. Leimbach, Crescent (3)	23:20
3—John F. Smith, Racycle (4)	24:21
4—Thomas J. King, Unattached (4)	24:22
5—Chas. E. Berigtold, Crescent (7)	27:42
6—John F. Kitz, Highland (5)	26:12
7—Wm. Martell, Racycle (2)	23:42
8—Aug. Leimbach, Chescent (1½)	23:13
9—E. E. Simpson, Racycle (1½)	23:15
10—William Connell, Reading (6)	28:10
11—Jacob Davis, Lafeyette (3)	25:20
12—Chas. H. Thomas, Chescent (1½)	23:53
13—John Kelly, Carroll (4)	26:25
14—John Andres, Chescent (5)	27:27
15—Fred M. Sanborn, Crescent (3)	25:37
16—Winnie Venker, Racycle (5)	27:47
17—Jos. F. Solan, Carroll (3)	27:50
18—Benj. Berkowich, Reading (6)	29:20
19—J. G. Stecker, Unattached (4)	27:36
20—A. Boehm, Unattached (scratch)	24:05
21—Lang. M. Sanborn, Crescent (3)	27:07
22—Thos. W. Baker, Crescent (6)	31:17
23—Geo. Peilstocker, Crescent (5)	30:19
24—W. W. Shaw, Carroll (scratch)	26:20
25—C. O. Reville, Unattached (6)	34:01

Time Prizes.

1—Aug. Leimbach, Crescent (1½)	23:13
2—E. E. Sampson, Racycle (1½)	23:13
3—William Leimbach, Crescent (3)	23:20
4—William Martell, Racycle (2)	23:42
5—C. H. Thomas, Crescent (1½)	23:53

C. R. C. A. Abandons Combination Meet.

At their last meeting, held the 22nd inst., the Eastern Division Century Road Club Association decided to abandon the idea of holding a combination field day as proposed some months ago. The decision was prompted by the report of the committee having the matter in charge, to the effect that there was an apparent lack of co-operation on the part of other clubs in the metropolitan section who had been approached on the question. Consequently the association is arranging for a field day under its own auspices, to be held on Sunday, October 22nd, at the Guttenberg track, New Jersey.

The following list of events are carded and will be started promptly at 10 a. m.:

One-mile open; five-mile handicap; ten-mile miss-and-out; relay race, for teams of four men; and consolation race, all open to invited riders. The events closed to club members will be, novelty race; one-eighth mile slow race; tandem race and match race, two tandem teams versus four riders on single bicycles.

The prizes for each event will be medals; a club shield will be presented to the club whose team wins the pursuit race, and a club flag to the club whose team wins the relay race. The entry fee for these events is 25 cents for single entries and $1 for the teams.

The call has been issued by Captain Segal for a club run, to leave Columbus Circle at 8:30 a. m., to reach Guttenberg track at 9:45 a. m., via the Forty-second street ferry. It is expected that this will draw the largest gathering of cyclists for such a purpose this year, as great enthusiasm is being shown by the members. J. G. Kopsky has been added to the committee to take charge of the club teams, the riders to be selected by the best performance over a given stretch of road.

S. Segal, 100 West Eighty-eighth street, New York City, will answer all inquiries for information.

Long Distance Cycle Relay.

The Dunlop Rubber Co. has decided to organize a relay sporting contest next Easter (April, 1912), in the shape of a relay dispatch race from Adelaide to Sydney, Australia. The event will be run in two divisions—a relay of cyclists to be pitted against a relay of motorcyclists, the ride to be carried on day and night until a dispatch from Adelaide is carried over 1,149 miles of country, and delivered to the military authorities in Sydney. The motorcycle section will probably be handicapped to concede at least 24 hours' start to the cyclists, which means that the first dispatch should be up near Coleraine (Victoria)—some 368 miles away—before the first motorcyclist leaves Adelaide.



Fashionable cycling or how to be happy though hobbled. A suggestion for a new type of two-seater.—Cycling.

The cycle division will be divided into 64 relays, ranging in length from 10 up to 38 miles, two riders being appointed to each sections, so that, all told, 128 cyclists will be required for this part of the undertaking. The motorcycle relays will probably range from 50 to 100 miles in length, depending on the nature of the country to be negotiated, and here again the dispatch bearers will ride in pairs to preclude any possibility of a breakdown in the line of communication. It is estimated that there will be about 20 motorcycle relays, and the best 40 motorcyclists in South Australia, Victoria and New South Wales will be selected for the task.

There is also a probability of the management, including a motor car section. Such an addition would add greatly to the interest of the dispatch ride, and could be included with very little extra expense or organization. From a military standpoint, the addition of motor cars to the event would render the contest of even more importance than if the race is confined to cycles and motorcycles only. The route would only want to be divided into four sections, viz., from Adelaide to Mt. Gambier (303 miles); Mt. Gambier to Melbourne (374 miles); Melbourne to Albury (201 miles), and Albury to Sydney (374 miles), and either one or two cars selected to negotiate each section. It is estimated that the car dispatch would have to concede about six hours' start to the motor cyclists, who in turn would have to allow the cycle brigade 24 hours' start. It is thought that there would be a little difficulty in getting motorists to take the matter up, and the Dunlop company intends approaching Messrs. G. G. White (holder of the Sydney-Melbourne and Melbourne-Adelaide records), H. Dutton and Murray Aunger, to see if they would take up the South Australian section of the course. Messrs. R. S. Falkiner, C. B. Kellow, T. Rand and S. H. Day will be invited to look after the two Victorian relays, and Messrs. "Tony" Hordern and O. Camphin the Albury to Sydney section. Such a team would probably carry the dispatch from Adelaide to Sydney in 40 hours.

To overtake the cycle dispatch before it reaches Sydney, it is anticipated that the motorcyclists will have to maintain an average speed of 25 miles, for the cyclists will probably be scheduled to average for the whole journey 16½ miles an hour, the speed maintained in the big cycle relay ride organized over the same course by the Dunlop Rubber Co. in April, 1909, when the 1,149 miles were negotiated in 69 hours 35 minutes. In that event 375 miles was covered in the first 24 hours and 455 in the second, so that it will be seen that the motorcyclists will have no easy task set them. As a sporting event, the relay match should provide one of the most interesting and instructive contests yet held in Australia. The Dunlop company is confident that the dispatch ride will be eagerly taken up by cyclists and motorcyclists along the route. Gold medallions will be presented by the promoters of the race to all riders taking part in the contest. The route from Adelaide will be via the "Coorong" Desert to Kingston, thence through Mount Gambier, Casterton, Ballarat, Melbourne, Albury, Gundagai, Coulburn and Picton, to Sydney. The Commonwealth military authorities, who took such a keen interest in the 1909 relay ride, are to be applied to for their support and patronage.

Rhode Island Club Run Postponed.

Scheduled for Sunday, 24th inst., the third and last of the series of reliability runs which the Rhode Island Motorcycle Club of Providence has been promoting, was postponed to Sunday, October 1.

Wait for the REAL Noise



Recent Patents

985,335. Pedal Crank Hanger. Allan McClure Flaherty, Westfield, Mass., assignor to The Pope Manufacturing Company, Hartford, Conn., a Corporation of Connecticut. Filed Sept. 9, 1910. Serial No. 581,300.

1. A pedal crank hanger having a bracket adapted to be attached to a cycle frame, said bracket having a transverse opening, a crank shaft extending through said opening, which opening in diameter is larger than the diameter of the crank shaft whereby the shaft can be adjusted therein, a lever pivoted to the bracket, and a link connecting said lever with said shaft whereby a movement of the former will adjust the latter in said opening in the bracket.

985,369. Cycle Designed for Stage Purposes. Arthur Deloran Robbins, London, England. Filed Oct. 21, 1909. Serial No. 523,887.

1. In a trick cycle, the combination with a plurality of wheels respectively having transverse guides, of an axle movably mounted in each of said guides, a frame supported by the axles, means for imparting a see-saw motion to the frame by varying the eccentric positions of the said axles, and means for automatically releasing the axles at their extreme outer positions to permit of the same to automatically return to their normal positions.

985,370. Cycle. Arthur Deloran Robbins, London, England Filed Oct. 21, 1909. Serial No. 523,888.

1. A cycle of the class described comprising a wheel, a frame secured to the wheel and formed of vertical tubular members telescopically engaged, and means controlled by the rider for adjusting the frame by extending or contracting the said members.

985,511. Change Speed Gearing. Walter T. Carter, Los Angeles, Cal. Filed June 8, 1908. Serial No. 437,343.

1. Change speed gearing, comprising a driving shaft, a driven pulley loosely mounted thereon, a friction clutch adapted to rotatively lock said pulley to said shaft, a planetary gear system comprising a central gear rigidly mounted on said shaft, an outer gear, planetary gears mounted upon said pulley, rotative wedge means to lock said outer gear from rotation, and means to operate said rotative wedge means and to operate said friction clutch.

985,700. Manufacture of Armature Housing. Carl A. Pfanstiehl, Highland Park, Ill., assignor to Pfanstiehl Electrical Laboratory, North Chicago, Ill., a Corporation of Illinois. Filed April 18, 1910. Serial No. 556,248.

1. The herein described process of forming the core used in casting the armature housing of a magneto-electric machine, the same consisting in the formation of the core in a suitable core box and effecting an adhesion of the pole pieces to the surface of the core in the formation of the same.

985,877. Drive mechanism for Motorcycles. Bernard G. Anderson, Appomatox, Va. Filed Jan. 18, 1910. Serial No. 538,677.

1. In a drive gearing, a rotary driving element embodying a fixed section and a loose section revoluble on said fixed section, a support, slidable clutch devices carried by the support and fixed section of the driving element to engage and lock said loose section of the driving element to said fixed section, springs associated with said clutch devices for normally projecting the same, cams on the support movable to engage and effect the retraction of said clutch devices, an oscillatory member for adjustsaid cams, and means for oscillating said member.

993,471. Ball Bearing. Willis C. Swift, Hinsdale, Ill. Filed Oct. 8, 1909, Serial No. 521,768. Renewed Mar. 27, 1911. Serial No. 617,233.

1. In a ball bearing, an inner and an outer bearing ring having a raceway formed therebetween, and bearing balls operating in said raceway, of socket pieces applied to the balls at the ends of the axes about which they revolve, and means for yieldingly restraining said socket pieces from endwise movement.

JUST OUT

Bulletin 25 describing Standard Grooved Ball End Thrust Bearings. Send for it.

STANDARD ROLLER BEARING CO.
Philadelphia

"Whitney" Chains Are Built for Strains



Manufacturers who use chains on their machines should get our catalogues and prices before deciding the transmission problem for the coming year. "Whitney" Chains are famous for their strength and wearing qualities. Wherever chains are used the name of "Whitney" is known as the mark of chain perfection. Every "Whitney" Chain has a reputation back of it. A reputation of having been tested in the most trying service and never failing to make good. They are made by specialists, in a factory especially equipped for the making, with years of experience to back them, made from material chosen for quality, regardless of cost. If you are not a user of "Whitney" Chains it will pay you to try one when making replacements and get acquainted with its merits.



THE WHITNEY MFG. COMPANY, Hartford, Conn.



The motorcyclist who has a

NEW DEPARTURE

Internal Expanding Band

COASTER BRAKE

in his rear wheel will tell you —

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

It has more power than he ever really needs — he can stall his engine with it.

It is strong to the point of indestructibility.

It has proven it's success.

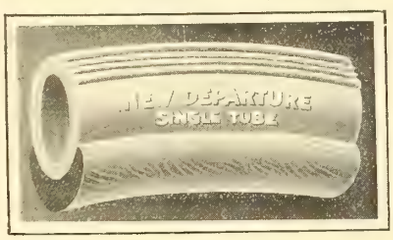
Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors

FISK BICYCLE TIRES

The New Departure a Popular Tire for Popular-Priced Wheels



THE FISK NEW DEPARTURE, single tube, is a high-grade close-woven fabric tire with special corrugated tread. It is not possible to make a better tire than this for the price. Every user of this tire has received full measure of service.

AMONG the standard bicycles which are regularly equipped with Fisk tires are the following: Iver Johnson, Pierce, Snell, Pope, Yale and Emblem. 75 per cent. of the high-grade and medium-priced wheels manufactured in 1911 will be equipped with Fisk Tires.

STATE your tire needs and we will suggest the proper type of Fisk Tire to exactly fill them. Booklet on request.

DEALERS: Ask for complete information on the whole Fisk Line.

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Department E **CHICOPEE FALLS, MASS.**

Direct Factory Branches in Thirty Cities

A New One for 1912



Size of top, 10¾ x 8¾. List, $4.00.

All dealers know the trade discounts on Persons Saddles. Live jobbers have interesting propositions on quantities for you.

The Overland

is like our Peerless, only a little smaller, a little lighter and a bit snugger. New drop forged clamp; simple and effective.

As Regular Equipment

Can be had on any high grade bicycle made in America.

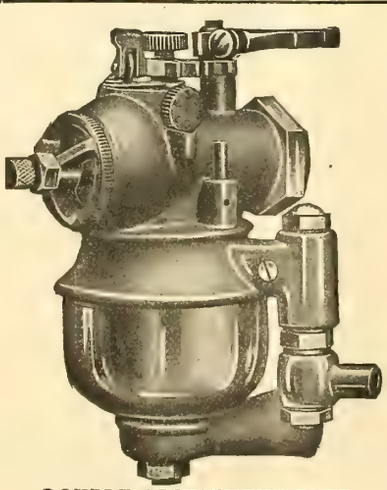
1912 Catalogue just out. Send for one.

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HEITGER

Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.
Catalogs now ready.

HEITGER CARBURETER COMPANY
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A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

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But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

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Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

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FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



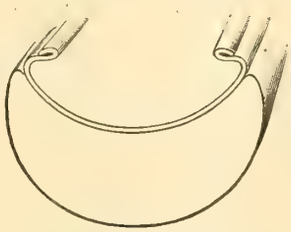
Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



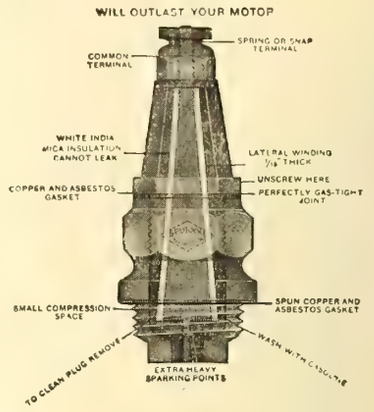
Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

SPLITDORF MOTORCYCLE PLUG

WITHOUT A PEER



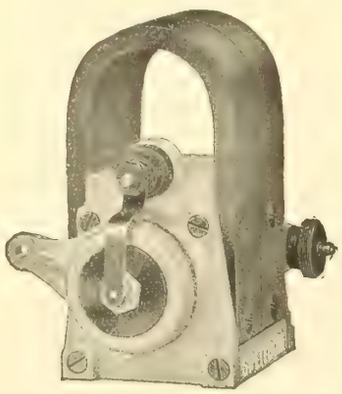
Huron, S. D., Sept. 19, 1911.

C. F. SPLITDORF, New York.

Dear Sir:—After using practically every spark plug on the market, I can truly say that your Plug stands without a peer in the field of motorcycling today. The Splitdorf Plug I am now using in my Excelsior 4 has run me 1369 miles without being once removed.

Thanking you for past favors, I beg to remain,

Very truly yours, G. V. ROLPH.



THE SPLITDORF MAGNETO

too, typifies a high and advanced example of ignition engineering skill. It embodies many exclusive features, placing it in a class far in advance of all ordinary types. Short circuiting from mud and water is reduced to a minimum, and perfect and continuous service is assured.

Write for particulars

C. F. Splitdorf Walton Ave and 138th St. Branch, 1679 Broadway **New York**

CHICAGO: 1110 S. Michigan Ave. DETROIT: 868 Woodward Ave. LOS ANGELES: 1226 S. Olive St.
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Has it occurred to you that the silky running of Coventry Roller Bicycle Chains means less friction and consequently increased speed? Why not educate your customers to these advantages? We carry a large stock of ½-inch Pitch and 1-inch Pitch Twin Rollers, in widths of ⅛, 3-16 and ¼-inch. Write us to-day for particulars and prices. It will pay you.

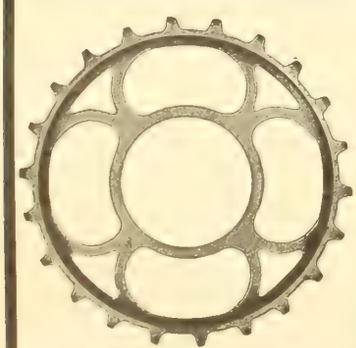
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MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

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PRESSED—FLAT

GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

THE PARISH & BINGHAM CO., Cleveland, O.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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THE strenuous triple road trial of the Motorcycle Touring Club of New York, Affiliated (all private owners), comes pretty near being a good reliability test.

THE FLYING MERKEL

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Individual Perfect Score.
"Same make" team, single.
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Sorry we only won every event.

Catalog "D" on request.

The Miami Cycle & Mfg. Co.
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With the Usual Sweep

BOSCH

WINS THE CHICAGO F.A.M. ENDURANCE CONTEST

The best Trade Rider Performance
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All the Special Trophy Awards

were accomplished and won by Bosch Equipped Motorcycles

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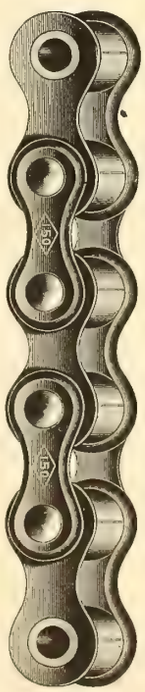
No other form of ignition is just as good as the Bosch Magneto.

BOSCH MAGNETO CO., New York

These Two Diamond Chains



can't be beat for motorcycle work. They are right for strength, right for wear, right for satisfactory service in any weather and on any roads. Besides, as any dealer will tell you, the Diamond connecting link, with which they may be lengthened or repaired is the simplest thing of the kind ever invented.



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Reliance
(REG. U.S. PAT. OFF.)

In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.



When you realize that **ninety per cent.** of all plug troubles are caused by **carbon** and **soot** you begin to appreciate why the Reliance should be your first and last choice; you see why those who have once used Reliance troubleless plugs will have no other.

Regular Type $1.00
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For sale by most dealers; if yours does not carry, write and we will ship prepaid at prices quoted.

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Write Today for Tip-Top Offer on

NEVERLEAK

With the bicycle season here in full swing, every bicycle sundries store and repair shop should have a full supply of NEVERLEAK, the wonderful Tire Fluid which automatically heals punctures without the rider even knowing he has one.

Write to-day for the special "Tip-Top" offer on NEVERLEAK. This gives you a lower price and twice the usual number of premium certificates. It's a big winner every way. Write to your jobber about it, or direct to

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

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WRITE TODAY

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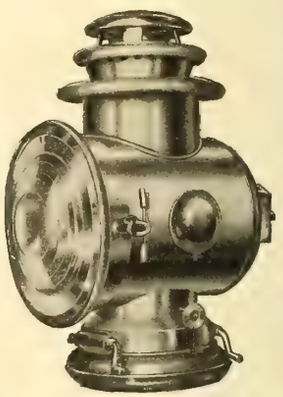
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ARRANGED TO FIT ANY MAKE MOTORCYCLE

Furnished with Single Flat or Double Fork Brackets

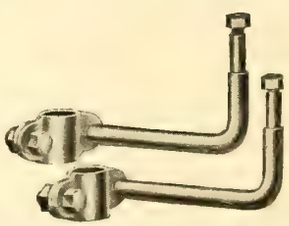
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COLD BLAST
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Burns perfectly. Produces a brilliant light. Handsomely designed and beautifully finished in brass, nickel plate or rich enamel colors.



Burns Kerosene Oil

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Your Opportunity, Mr. Dealer

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Guaranteed Standard Make
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Send for special list with sale prices
All fresh, clean 1911 stock

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For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

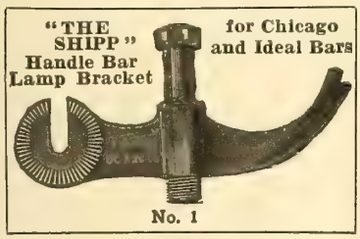
The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

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Kenosha, Wis. [48] New York City

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

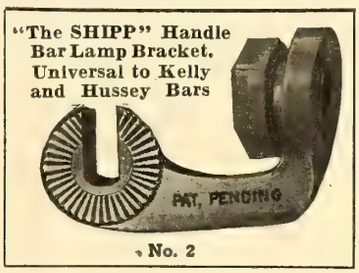
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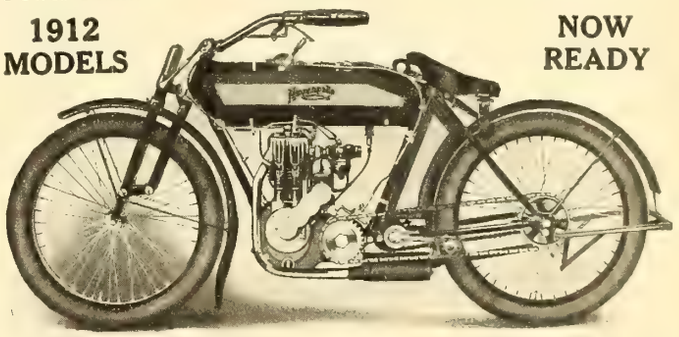
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let us send you our catalog describing in detail the **extraordinary** advantages you will enjoy in riding the

Minneapolis Big 5 Auto-Cycle

with the **Two Speed Transmission, Multiple Disc Clutch** and **Unit Power Plant.**

1912 MODELS **NOW READY**



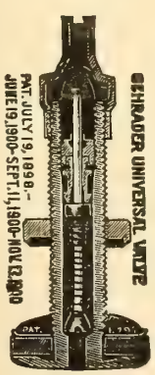
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Some open territory to dealers for 1912. Send us your name and address.

Minneapolis Motorcycle Company
MANUFACTURERS
517 S. 7th St., Minneapolis, Minn.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



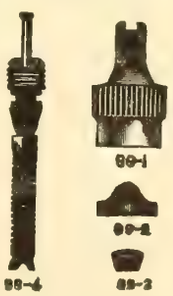
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In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

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Established 1844.

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WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

MOTORCYCLES—Enormous variety of American and Imported makes—Indians, Marshs $25.00—Hundreds of other Bargains! Shipped freight prepaid! Write today! Large illustrated catalog free. THE AUTOMOBILE AND CYCLE COMPANY, B. W., 1769-1787 Broadway, New York City.

MOTORCYCLE BARGAINS — 50 of them; $50 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St., New York.

FOR SALE—100 second-hand bicycle frames, forks, chains, pedals, bars and hangers. Complete sets at $1 each in lots of six. Snap for bicycle dealers and repairers. DENINGER, 337 North St., Rochester, N. Y.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.

In order to make room for our 1912 Models, we are offering

Every N. S. U. At Actual Cost

Act immediately, if you don't wish to get left!

N. S. U. MOTOR COMPANY
206 W. 76th St. New York City

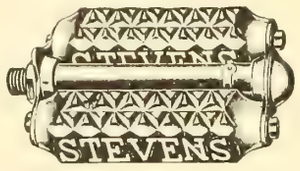
Every Live Dealer Sells
DUCKWORTH CHAINS
Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
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Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
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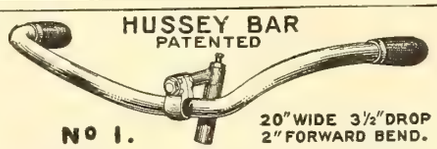
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The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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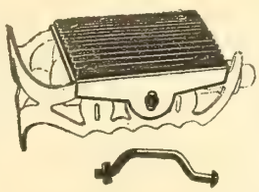
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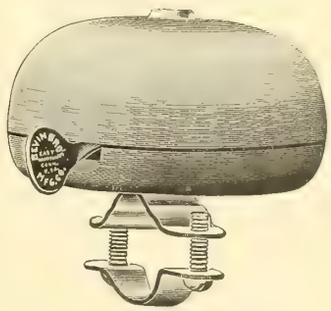
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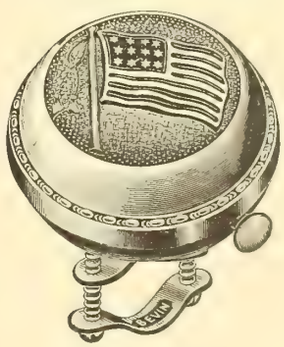
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and Another Bevin



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Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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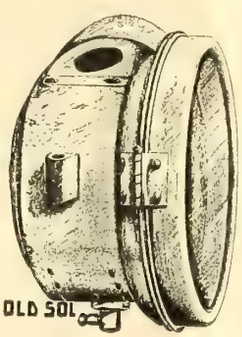
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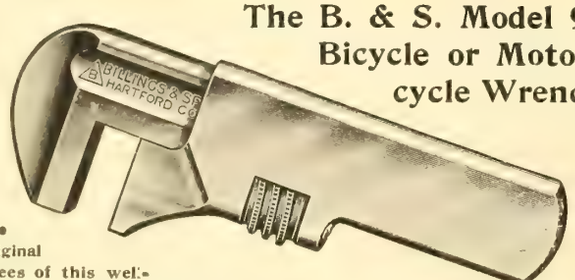
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Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

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There's no danger of the machine's doing so if it's

THE FLYING MERKEL

Being the only motorcycle with a Spring Frame and Spring Fork all bumping and jolting are reduced to a minimum, and the roughest roads seem comfortably smooth. A catalog "D" describing "the world's most comfortable motorcycle," on request.

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"Dare Devil" Derkum shatters
American Road Record on

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G & J MORGAN & WRIGHT

When Derkum burned up the road from Los Angeles to San Diego in 195 minutes, he furnished unquestionable proof of the sterling qualities of **United States Motorcycle Tires.**



Over 135 miles of mountain trails, shifting sands and bridgeless streams, his G & J Tires carried him better than 40 miles an hour without an instant's pause for adjustment or repair.

This trouble-proof United States Tire service that made possible Derkum's record breaking dash, is the chief reason that impels four out of every five American riders to use **United States Motorcycle Tires.**

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Kokomiles save Kokomoney for the Rider and make Kokomoney for the Dealer!

Kokomiles are those myriad miles of satisfactory service that are given by

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Again we ask:

"Are you profiting by what we offer you in Kokomo Tires?"

For instance:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

NORTH, EAST, SOUTH AND WEST

have put the

FLANDERS "4"

to the test.

NO DISAPPOINTMENT

THEY FIND IT TO DO MORE THAN WE CLAIM

When you satisfy a man beyond his expectations you are doing wonders. Yet that is what we are doing with the Flanders "4."

POSTAL TELEGRAPH

NIGHT LETTERGRAM

3 ON KN 48 N.L.Paid. 8.15 A.M.

San Francisco, Calif., Sept., 22, 1911.

FLANDERS MFG. CO., Pontiac, Mich.

Flanders sample received. We wish to extend sincere congratulations on successful culmination of your efforts. The machine far exceeds expectations and will prove sensation of the year. Wire our Los Angeles House exact date you will ship both carloads also how many motorcycles you can ship in October.

EDWIN F. MERRY.

Remember It's the Flanders "4"

$175 With Magneto

What will you do if you have not secured the exclusive sale of the Flanders "4" in your town?

FLANDERS MANUFACTURING CO., Pontiac, Mich.

A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our well known automobile tank in everything but size. This gauge shows at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. Any dealer will take in this tank and send it to us to be exchanged for the new model with gauge, if the user desires, upon payment of the difference in price, $2 and transportation charge, plus the usual exchange fee if the old tank is empty.



Prest-O-Lite Tanks are now handled by practically all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this splendid lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

Get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co. 245 E. South St. Indianapolis, Ind.

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha. Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

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FREE OUR HANDY RULER

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of Tank $10



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

No slip in braking or in forward driving in the

CONCAVE ATHERTON

Coaster Brake for Bicycles

In the 1911 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

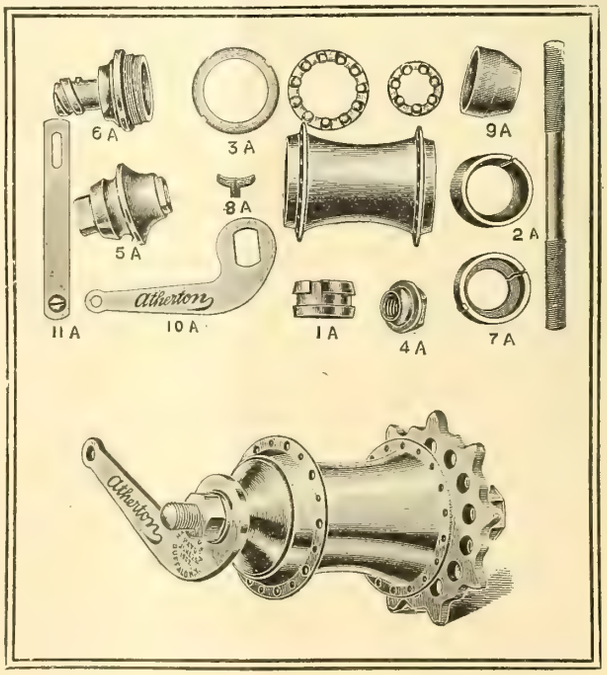
Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST



D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers

SPEAKING OF SUPREMACY

That was a fine little performance at Marion, Indiana, September 24. The little 4 H. P.

Indian

Won the 100 Mile Race Without a Stop

Of course that was only one race. But just look back over all the 100 mile races that have been run, and you will find that Indians have won 99% of such long distance events.

Then, recall that the Indian set up a record (a real record) for 24 hours two years ago—and no one has ever thought of attempting to better it. It requires reliability to go 24 hours on a stretch.

Again—just an Indian incident. Two young fellows who own single cylinder Indians decide they would like to go to California. THEY WENT. Left New York July 31. Arrived at 'Frisco September 23. That's the Indian way.

Indians Always Get There

Illustrated Indian Catalogue B Will Interest You

THE HENDEE MANUFACTURING CO.
Springfield, Mass.

CHICAGO SAN FRANCISCO LONDON

The YALE Always WINS



STEVENS REICHEY TRUPPNER

POSTAL TELEGRAPH-CABLE COMPANY

NIGHT LETTERGRAM

71H NU Z 37collect NL

Newark, N. J., Sept., 4, 1911.

CONSOLIDATED MFG. CO., Toledo, Ohio.

Yale team, Reichey, Stevens and Truppner finished first in New Jersey Motorcycle Club's twelve hour endurance contest making perfect score. Covering 260 miles without making one adjustment. An unattached Yale rider also made perfect score.

1246am F. C. Cornish.

"What you get for your money is the amount of service you get from the article you buy"

Write today and get the whole story.

THE CONSOLIDATED MANUFACTURING CO.

1709 Fernwood Ave., TOLEDO, OHIO

F. O. Cornish, Eastern Representative, 219 Clinton Ave., Newark, N. J.

This is the Famous Pope Plant

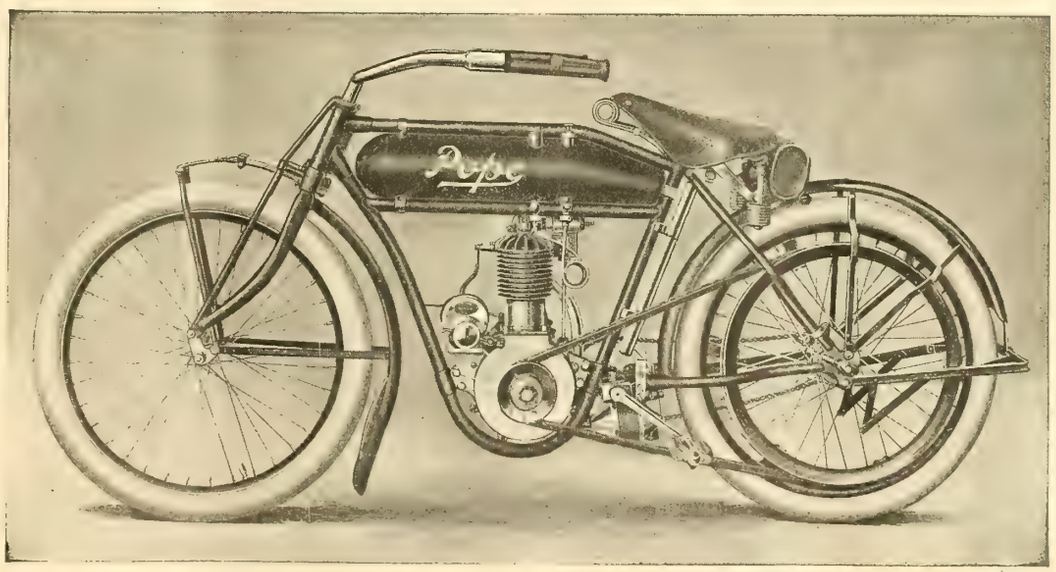
Its Reputation Is Worldwide



This is the Popular Priced Pope Motorcycle

It Has Shown Dealers the Way to Big Sales and Quick Profits

$175 With Magneto



$175 With Magneto

This is the Unparalleled Pope Proposition

To Dealers in Unassigned Territory

The exclusive right to sell the Pope Motorcycle - the only rational machine for business and recreation. The Pope simplifies the process of motorcycle selling to — taking orders; delivering the goods; and garnering the profits. Write for particulars.

THE POPE MANUFACTURING CO., Hartford, Conn.



The BROOKS B104 Motor Cycle Saddle—specially constructed to give a low-riding position and made either with plain or padded top.

In the World of Wheels there is no name with a higher reputation than that of

BROOKS

and—

The simple act of comparison between the saddle that bears it and the others, will immediately reveal the BROOKS superiority. Remember, the original and only genuine compound-spring saddle—the BROOKS—is the only saddle that can embody the BROOKS Compound Springs, which springs entirely absorb vibration within themselves and ensure an absolute immunity from the common fault of bouncing—other springing systems may have some virtues, but they invariably fail in the matter of that compensating action so essential to the rider's ease and comfort—

And what think you will your customer think of that?

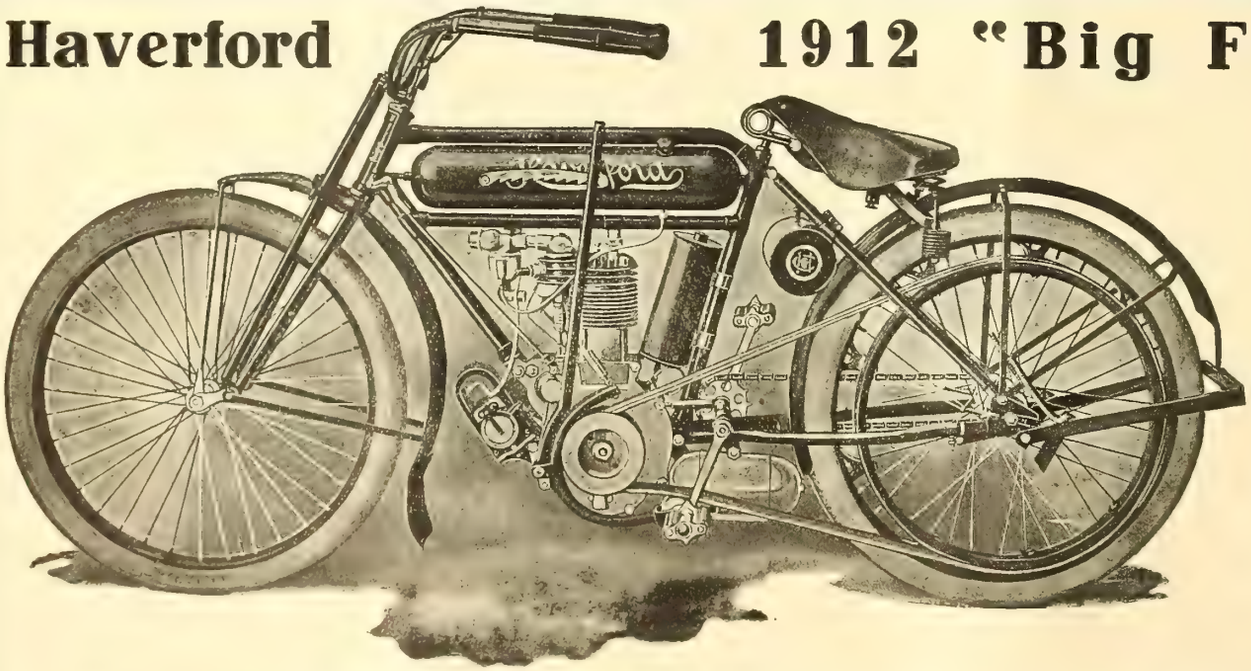
J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, England

Distributing Agents for U. S. A.—THE D. P. HARRIS HARDWARE CO., 48 Warren St., New York



The BROOKS B250 Motor Cycle Seat—designed for machines of the non-pedalling type. Made either with plain or padded top.

Haverford 1912 "Big Four"



With Bosch Magneto and Schebler Carbureter

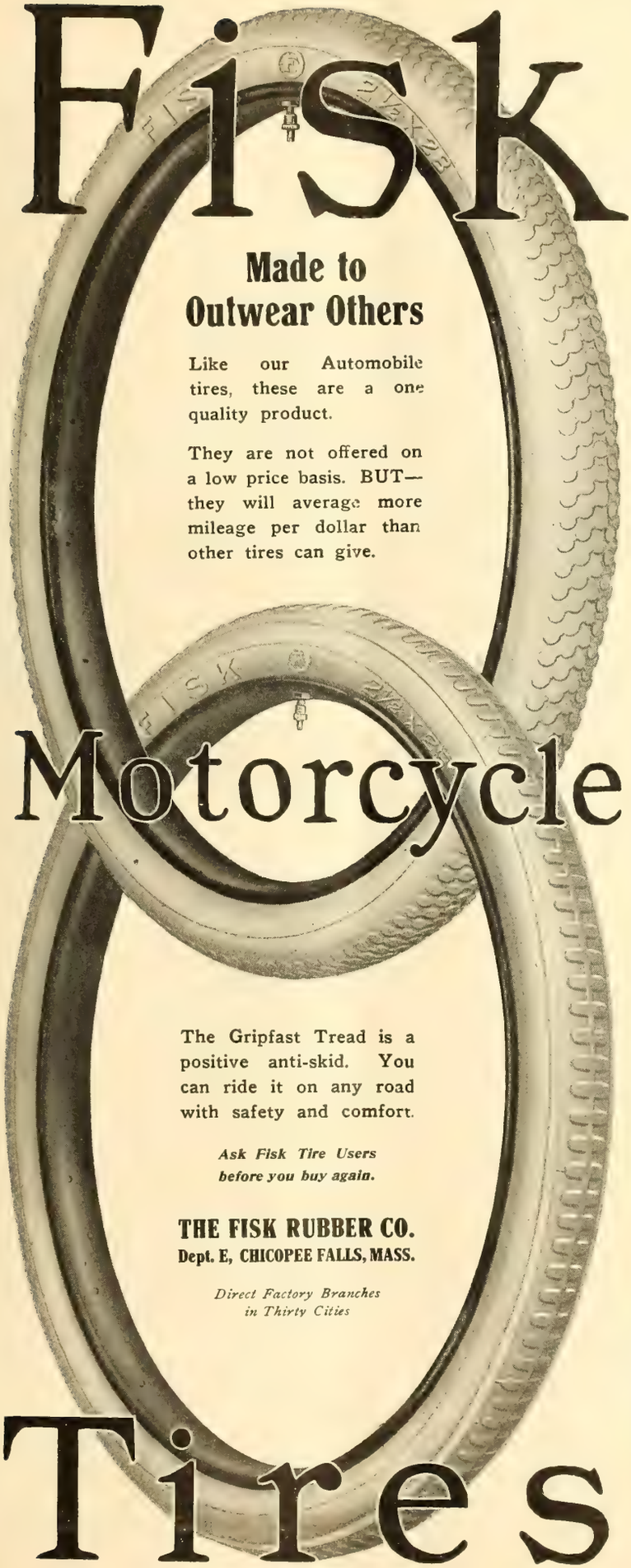
$175

THINK OF IT! ACT ON IT! This splendid 1912 motorcycle has long stroke 4 h. p. upright engine, aluminum crankcase, Schebler Model "H" carbureter, Bosch high tension magneto, leaf spring truss fork, 28-inch studded tires, Persons "Champion" motor seat, "Rough Rider" grips, automatic stand and a speed of 55 miles an hour. It will sell in your territory for $175 f. o. b. Philadelphia. Agents and riders in territory not already closed for 1912 should write us at once.

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BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.

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They are not offered on a low price basis. BUT—they will average more mileage per dollar than other tires can give.

Motorcycle

The Gripfast Tread is a positive anti-skid. You can ride it on any road with safety and comfort.

Ask Fisk Tire Users before you buy again.

THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

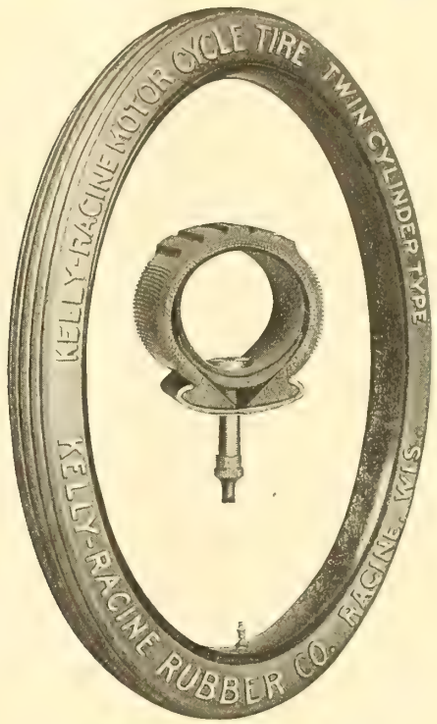
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KELLY-RACINE

Twin Cylinder Motorcycle Tire

HAS MADE THE BIGGEST KIND OF A HIT!



Heavy Duty **Long Service**

Absolutety Non-Skid

Recognized instantly for what it is—"the daddy of all motorcycle tires"—the response has been instantaneous and confirms our confidence in the judgment of trade and riders. For the first time the motorcyclist now has at his command a tire equal in every respect to the finest motor car tire made and superior to most.

The Kelly-Racine Twin Cylinder Motorcycle Tire has "caught on" and will hold on by its ability to withstand heavy duty and long service.

KELLY-RACINE RUBBER COMPANY
Racine, Wis.

The Reading Standard Line

FOR NINETEEN TWELVE

The Announcement You Have Been Looking For

Three Models—Two Singles and a Twin

R-S Service Model. Four H. P., Bosch magneto, flat belt drive, and very desirable features of any other single of regular type with the additional features of shock absorbing seat post and ball bearing motor. **Price $225.**

R-S Tourist. The Model De Luxe of Single Motorcycles. Four H. P., Bosch magneto, flat belt drive, combination foot or hand operated belt control, two distinct brakes, two oiling systems, shock absorbing seat post, adjustable foot rests, luggage carrier and steel tool box. **Price $250.**

R-S Seven Twin. All the valuable and exclusive features of the single TOURIST, with 61 inch, 7 H. P. motor and chain drive. **Price $290.** With multiple disc free engine clutch, **Price $300.**

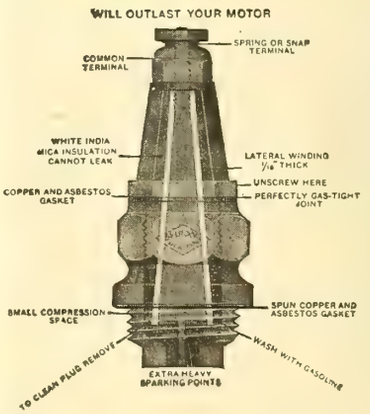
Our 1912 Advance Catalogue Ready October 1st. Write for it.

There is a big demand for 1912 agencies, but still some open territory. If you want to sell the Finest Motorcycle in the World, get busy to-day.

READING STANDARD CO., 310 Water Street, Reading, Pa.

SPLITDORF MOTORCYCLE PLUG

WITHOUT A PEER



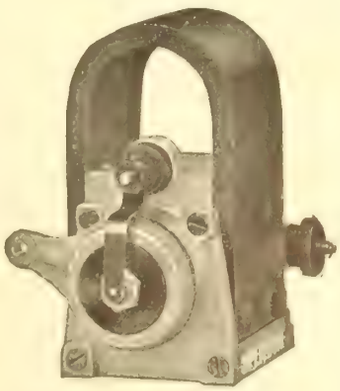
Huron, S. D., Sept. 19, 1911.

C. F. SPLITDORF, New York.

Dear Sir:—After using practically every spark plug on the market, I can truly say that your Plug stands without a peer in the field of motorcycling today. The Splitdorf Plug I am now using in my Excelsior 4 has run me 1369 miles without being once removed.

Thanking you for past favors, I beg to remain,

Very truly yours, G. V. ROLPH.



THE SPLITDORF MAGNETO

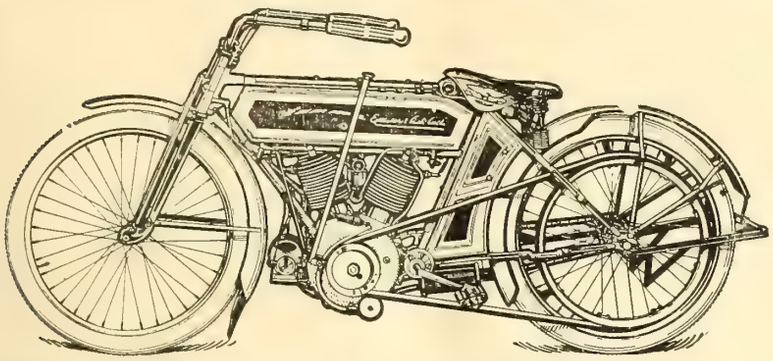
too, typifies a high and advanced example of ignition engineering skill. It embodies many exclusive features, placing it in a class far in advance of all ordinary types. Short circuiting from mud and water is reduced to a minimum, and perfect and continuous service is assured.

Write for particulars

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A CHAMPION RIDES A CHAMPION



1912 Excelsior, De Rosier Riding, Cuts Champion's Own Record

De Rosier, the world's champion motorcyclist, road a 1912 Excelsior at the Riverview Park Motordrome, Chicago, on Sept. 17, and slashed two seconds off his own world's record. A gradual process of elimination convinced the world's most famous motorcyclist that the 1912 Excelsior was the ONLY machine worth considering.

Here's what the Excelsior has done this season:

On August 19 it cut 3 mile record to.....2:02⅖
On August 19 it cut 5 mile record to.....3:28⅖
On August 26 it cut 1 mile record to.....0:40⅕
On August 26 it cut 2 mile record to.....1:24
On September 2 it cut 2 mile record to.....1:22⅖
On September 17 it cut ⅝ mile record to.....0:23⅕

Above records made in competition

The 1912 Excelsior is the best general service machine on the market. De Rosier's record proves that its amazing speed possibilities make it the logical machine for you to buy.

Twin Cylinder, Magneto, Formerly $310, now.....$250
Single Cylinder, Magneto, Formerly $250, now.....$225
Single Cylinder, Battery, Formerly $225, now.....$200

Write today for Excelsior literature

EXCELSIOR SUPPLY COMPANY, 2256 Union Avenue, Chicago, Ill.

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STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.

W. H. WHITSELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Cal.

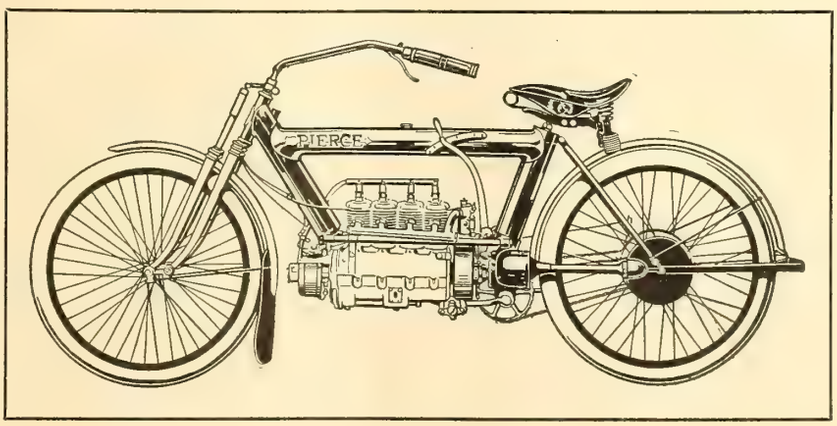
MEAD AUTO-CYCLE CO., Western Distributor, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

Energy Back of PIERCE Operations for 1912

¶ Pierce bicycle and motorcycle interests were never so much in evidence as they now are and will continue to be during 1912.

We are closing numerous 1912 agencies, many of them for exclusive representation of Pierce goods. Now is the time to write us concerning the profit-making Pierce Agency. Catalog "A" free on request.

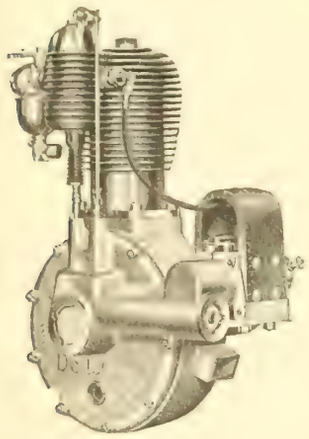


THE PIERCE CYCLE COMPANY

Buffalo, N. Y.

Pacific Coast Branch—Oakland, California

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

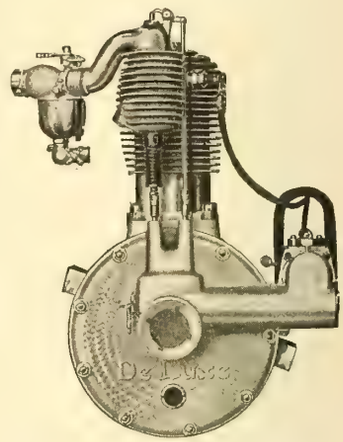
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — Five H. P. Single Cylinder
Seven H. P. Twin Cylinder — Nine H. P. Twin Cylinder

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.



The F. W. Spacke Machine Co.
INDIANAPOLIS, IND., U. S. A.

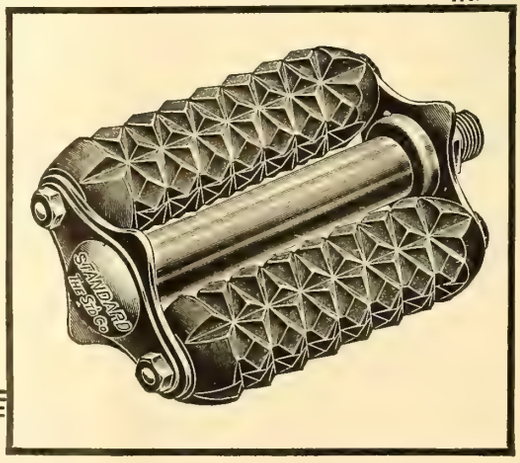
"Pretty Soft!" Yes, indeed. That's the way they are intended to be. Those big, generous, easy rubber cushions, with deep corrugations are a distinguishing feature of the

No. 3 Standard Motorcycle Pedal

They are velvet to the feet. The pedals sell for $3 per pair.

SEND FOR DESCRIPTIVE CIRCULARS

Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.



THE STANDARD COMPANY
Torrington, Conn.

Real Money in This Tube for You



YOU are actually losing money if your stock of bicycle supplies does not include NEVERLEAK, the wonderful Tire Fluid that automatically heals punctures on the run without the rider having to dismount. Thousands of dealers are making big money handling

NEVERLEAK TIRE FLUID

which is the only legalized tire fluid sold to-day.

Besides the fine margin of profit that NEVERLEAK pays there is also a big list of premiums that have value written all over them.

It will pay you to investigate. See your jobber about it, or write us direct.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

It's Consistency That Counts

About a year ago a 4 H.P. single cylinder EMBLEM MOTORCYCLE established a 100 miles world's record for belt driven motorcycles on a dirt circular track—in competition against machines twice the power. The time for that 100 miles—made by L. S. Taylor—was 111 minutes. **That record has never been broken.**

"IN THE LONG RUN"

On Sunday September 17th, 1911, the EMBLEM MOTORCYCLE again demonstrated its staying qualities—ITS CONVINCING CONSISTENCY—by winning the 100 miles Free-for-all race at Columbus, O.—in gruelling competition against some of the fastest machines and nerviest riders in America. Not only did a belt drive Emblem win this race, but its rider, George Evans, broke the former world's record of 105 minutes. Evans covered the 100 miles in 102 minutes 9 2-5 seconds. Another Emblem finished fourth after losing 10 minutes through a punctured tire.

Such consistent performance is assured every rider of an Emblem Motorcycle. Dealers are assured satisfied customers. We are closing 1912 territory. Better write today.

EMBLEM MANUFACTURING COMPANY, Angola, Erie County, N. Y.

Member Motorcycle Manufacturers' Association

Diamond
MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

"Users Know"

THE DIAMOND RUBBER CO., Akron, Ohio

The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. (39) New York City

Another Great Endurance Test Proves Superiority of Goodyear Motorcycle Tires

These trouble-proof motorcycle tires came through eleven hundred forty miles of mud, ruts and macadam, with original air, no punctures, no tire troubles of any kind. The splendid endurance of Goodyear tires has again been put to the test.

J. G. Underhill rode from Chicago, Ill., to Morris Plains, N. J., a distance of eleven hundred forty miles in six and one-half days, five of which he had nothing but mud, ruts and new macadam to contend with.

GOODYEAR
Stock Motorcycle Tires

He writes that he came through with original air and with tires as good as new.

This forged another link in the long **chain** of events won by Goodyear motorcycle tires. Events that prove the unquestionable superiority of these thick treaded big value motorcycle tires.

And herein lies the kernel of another **reason why** you should **insist** on a Goodyear Motorcycle Tire Equipment and accept no tire "just as good." **For there is none.**

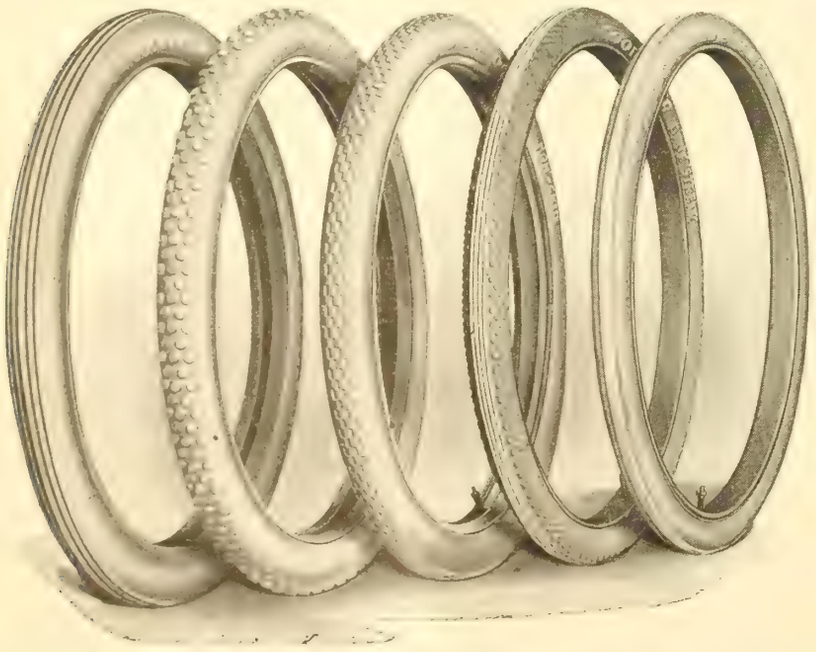
Plus in Service But Not in Price

Goodyear Motorcycle Tires are so resilient yet so durable that they hold all world's records both for speed and for endurance.

Yet they cost no more than the best tires they have vanquished, and they have vanquished them **all.**

The reason is this:

We have been manufacturing **Auto Tires** for over 13 years. The Goodyear No-Rim-Cut Auto Tire is acknowledged by garage men and motoring public as today's most successful tires.



The demand for these tires multiplied six times over in two years. 222,000 of them were sold in six months ending July 1, 1911. The capacity will soon be brought up to 3,800 a day.

The Goodyear Motorcycle Tire is a small edition of the auto tire.

The same machinery, the same skilled workmanship and the same 14 years' experience that perfected one, perfected the other; without great additional expense. Furthermore in the purchase of the raw materials we were able to take advantage of an enormous buying power already established.

Thus you are able to buy these extra service tires without paying extra for them.

Thicker Treads—Better rubber—Stronger fabric—a method of our own of fastening tires to rim in a grip that never can let go—

These are but a few of the patent advantages offered you in these fuss-and-fume proof money-saving tires.

Furthermore you can now choose your tire according to your road. This means an enormous amount of extra service. The tires fit all standard rims.

Send for "Tires of Old War Horse."

A fascinating story of the actual breaking of a record. Chuck full of money-saving tips of tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. Write tonight.

Ride One of These 5 Great Tires for All Roads—All Rims.

1—Goodyear Corrugated Tread Tires—For the average give-and-take road.

2—Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3—Goodyear Non-Skid Tires—For use on slippery city pavements.

4 & 5—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

THE GOODYEAR TIRE & RUBBER CO.

Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities.

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, October 7, 1911. No. 3

NEW INTERESTS IN KOKOMO RUBBER

Hamilton and Willis Purchase Stock in Company—Former Resigns from Continental and Goes to Kokomo.

Announcement comes from Kokomo, Ind., that Fred I. Willis, of the Hersey-Willis Co., Indianapolis, and George H. Hamilton, New York representative of the Continental Rubber Co., of Erie, Pa., have purchased a considerable amount of the stock of the Kokomo Rubber Co., manufacturers of the Kokomo motorcycle and bicycle tires, and at the next annual meeting of the stockholders will be made members of the board of directors of that concern.

It is said that the acquisition of stock by Willis and Hamilton will not affect the general organization of the company further than has been indicated, and that the present officers will continue in charge under the presidency of D. C. Spraker, who has been at the head of the company since it was organized. It is understood that Hamilton has resigned from the Continental company and goes to Kokomo, where he will be actively engaged in the sales department, while Willis will continue his connection with the Hersey-Willis Co. and divide his time between that company and the Kokomo Rubber Co. Special attention will be given to motorcycle tires.

George H. Hamilton, before his connection with the Continental Rubber Co., beginning the early part of this year, was with the G. & J. Tire Co., at Indianapolis, hence Kokomo will not be an entirely new section of the country to him. He will probably remain in New York for several weeks in order to properly settle his affairs before taking up his new duties.

Too Well Known To Be Mistaken.

Through a typographical error in the columns of the Bicycling World and Motorcycle Review last week the address of the firm of Charles E. Miller, dealer in motorcycle supplies, was given as 97-103 Reade street, New Orleans. The firm is probably too well known to necessitate a correction of this mistake, but, however, for the guidance of those who may not as yet have benefited by such acquaintance it might be well to state that the home offices of the firm are located at 97-103 Reade street, New York City. A branch is maintained at 601-603 Baronne street, New Orleans.

Tormey Leaves Aurora Company.

J. S. Tormey, well known Thor traveling man, will sever his connection with that concern to accept a position with the Goodyear Tire & Rubber Co. on the Pacific a week at the Goodyear plant in Akron on his way to the coast and expects to arrive at his destination about the 15th. It will be a case of "come back" for Tormey, for he is a native of the coast and also traveled that territory for the Excelsior Supply Co. some time ago, hence he will not by any means be "a stranger in a strange land."

Cox, Pope Manager, on Extended Trip.

J. F. Cox, manager of the bicycle and motorcycle department of the Pope Manufacturing Co., of Hartford, Conn., started on last Thursday for an eight weeks business trip through the West and Southwest. He will visit Chicago, Minneapolis, St. Paul, Seattle, Spokane, Portland, Tacoma, San Francisco, Los Angeles, then through Texas, returning about December 1st.

THE "BIG NOISE" FROM HARLEY

Many New Features in New Models, Including "Free Wheel" and "Ful-Floteing" Seat—Prices Reduced.

Radical new features, contributing materially to greater comfort and flexibility of control, mark the 1912 Harley-Davidson motorcycles, which the Harley-Davidson Motor Co., Milwaukee, Wis., will offer in three models, viz., four horsepower singles with either magneto or battery ignition, listing at $225 and $200, respectively, and a six and one-half horsepower twin, magneto only, which will list at $275. On all models, the new "free wheel," which is a rear hub clutch giving the same advantages as a free engine device, will be furnished for $10 extra.

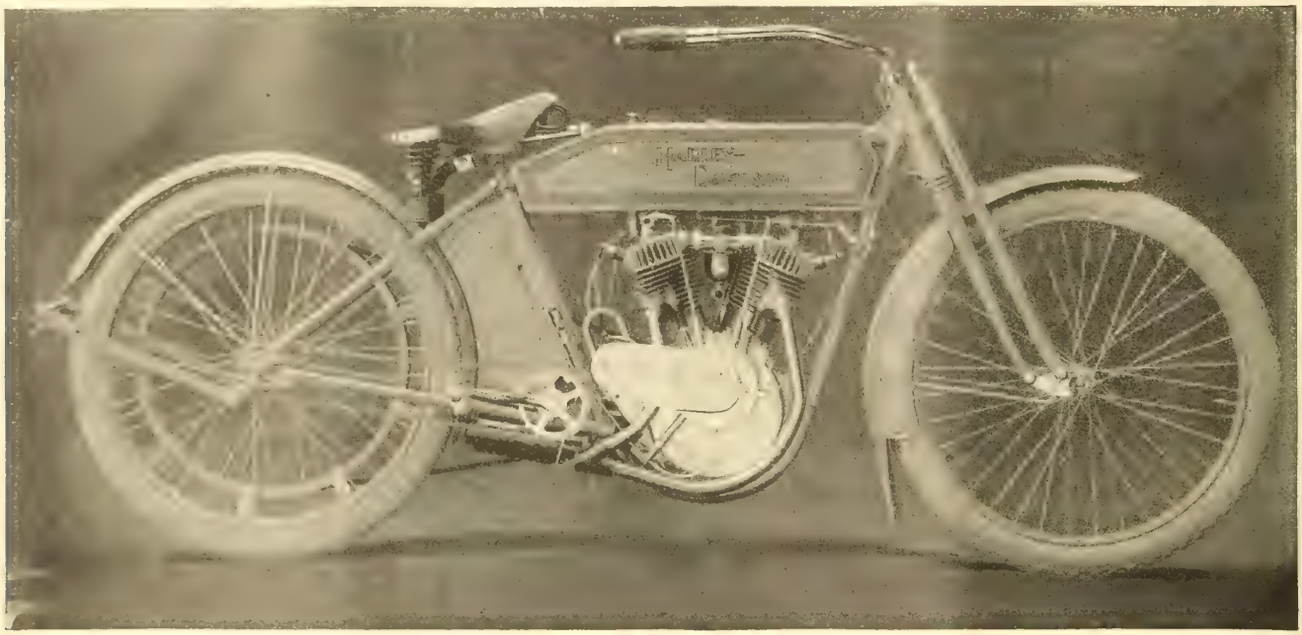
Sharing honors as the topliners on the list of new features are the "Ful-Floteing" seat and the "Free-Wheel." Both are claimed to be the result of several years of unrelenting experiment in the ceaseless pursuit of perfection and to represent a very close approach to the unattainable standard sought. Taking its name from the remark of a young lady who was asked to try it, and give her opinion after the test, who said: "It just seems as though that seat floats on air; no jar and no vibration"—the "Ful-Floteing" seat is offered as a sure cure for vibration on rough roads.

It is claimed to combine all of the advantages of spring frames, spankers, shock absorbers and other cushioning devices without embracing any of the alleged disadvantages of those constructions. Brutal punishment in the hands of factory testers and outsiders is said to have developed no

defects in the seat in its present form. In appearance the seat post resembles a spring device, but it is stated that it differs mechanically from spring posts in that the horizontal seat post is hinged to vertical

ness as "'hitting bottom" is said to be unknown, likewise twisting of the seat post, and side-sway is claimed to be impossible. Ample provision for rebound is provided. By the dropping of the top frame tube at

gine clutches. It necessitated radical changes in the rear stays, the designing of an entire new rear hub and the mounting of the rear belt pulley on a separate set of spokes instead of the usual rim lugs, the



1912 HARLEY-DAVIDSON 6 1-2 HORSEPOWER TWIN WITH STANDARD EQUIPMENT, $275

plungers held in suspension between two sets of cushioning devices. The plungers work in the frame tube ordinarily devoted to the seat post.

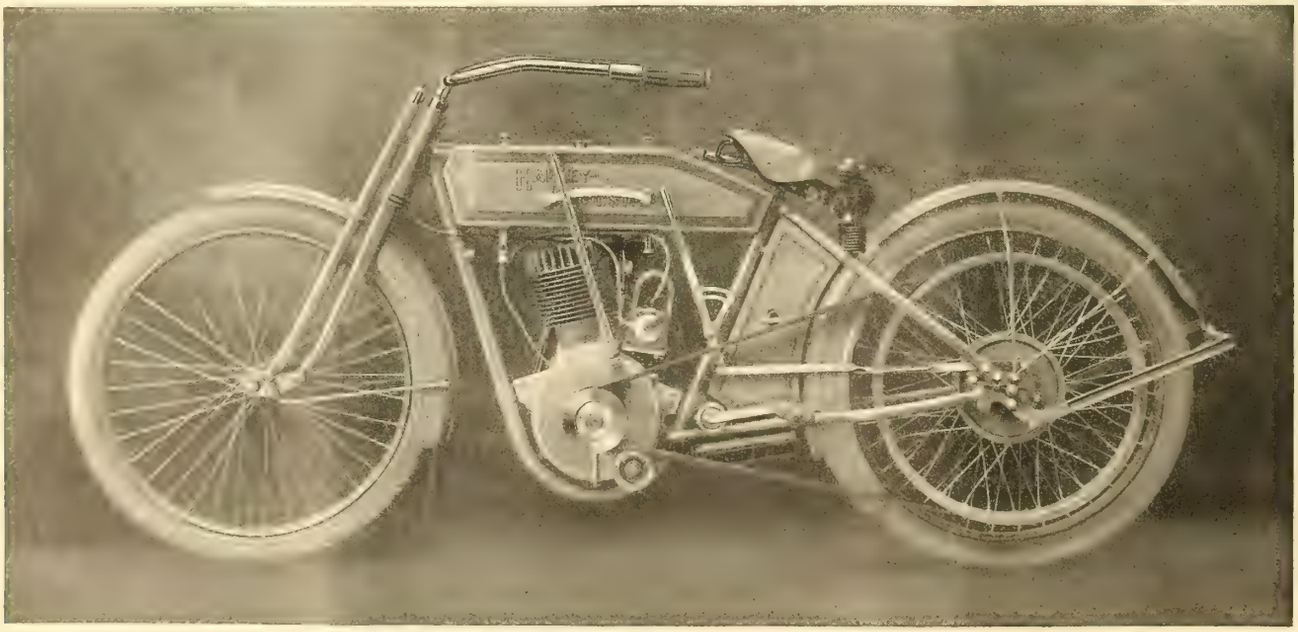
Among the advantages claimed for this

the seat cluster a seat position two inches lower than heretofore was obtained. The rear end of the horizontal seat post also is dropped slightly.

Not as a substitute but as a real improve-

considerable expense involved in these alterations being incurred only because the device "made good" so well that it warranted the changes.

The free wheel mechanism is contained



1912 HARLEY-DAVIDSON 4 HORSEPOWER SINGLE WITH FREE WHEEL, $245

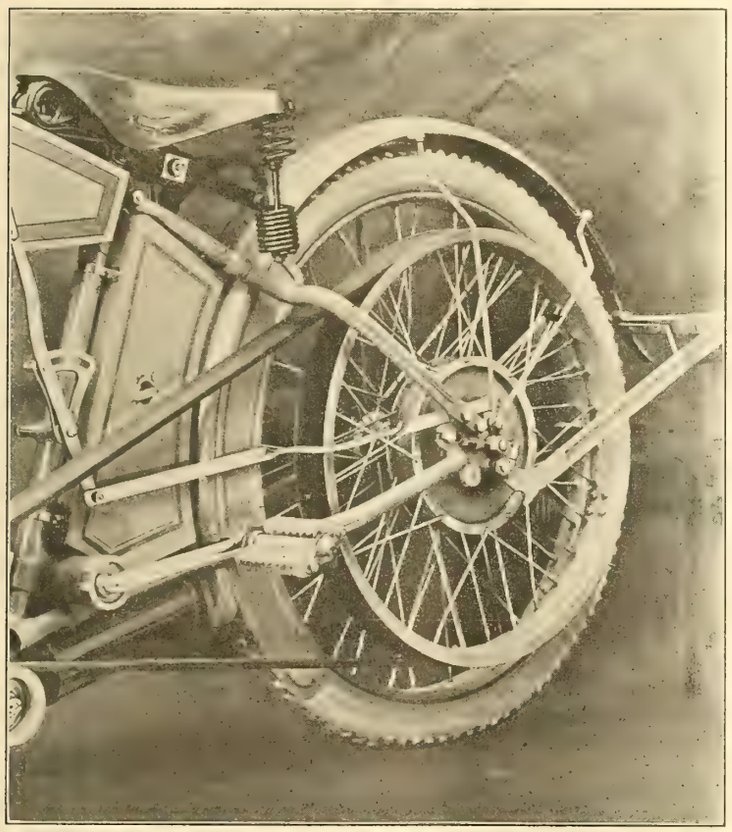
device are that "it rides like a boat"—its action being compared to that of a well sprung motor car passing over a rise or depression, when the chassis rises or drops, as the case may be, while the body and passengers remain undisturbed. With the "Ful-Floteing" seat such unpleasant-

ment over the free engine clutch, the "free wheel" is offered. Like all other Harley-Davidson features, it has undergone crucial testing before it was adopted, and only then because it earned it. The free wheel represents a development along a new line after experiment with all sorts of free en-

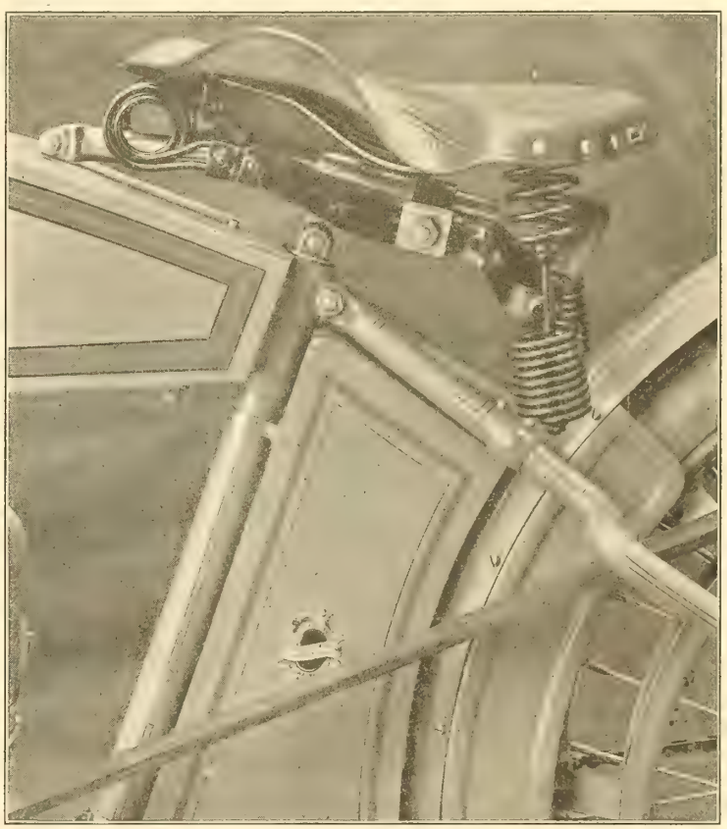
in an enclosed drum mounted on the left side of the rear hub, and its operation is controlled by a hand lever working in a sector which is mounted on the seat mast tube. The well known Harley-Davidson type of idler is retained. By the location of the clutch mechanism in the rear wheel,

sufficient room is available for making the friction surfaces of ample size for the working stresses, in contrast to the limited space available on motor or countershafts. The friction surface of the free wheel clutch is said to be from five to seven times as large as on the ordinary clutches.

Other advantages of the free wheel clutch, as claimed, are that it permits of a higher belt speed, thus transmitting more power than in a clutch where the belt moves slower. Also the hub clutch in combination with the independent suspension of the rear pulley acts as an additional flywheel, and requires, it is said, less power to overcome the inertia of the rear wheel.



THE "FREE WHEEL" DEVICE



THE "FUL-FLOTEING" SEAT

This feature is claimed to eliminate the necessity of racing the motor when operating the clutch on a single cylinder machine, and racing of the motor never does an engine any good.

Through the momentum of the fast moving belt and the revolving rear pulley, it is claimed that when the clutch is withdrawn, the engine does not tend to race but can be throttled down unusually slow, reducing the tendency to overheat when free engines are turning over fast. The mounting of the clutch in the rear wheel also affords a more protected position in case of falls or other accidents. Not the least attractive feature of the device is the claim that in engaging it it does not have to be "nursed" in for fear of stalling the motor but can be engaged without hesitation. That simplicity has not been lost sight of is apparent in the fact that in removing the rear wheel only one more nut than heretofore has to be loosened.

Lesser changes which apply to all models are a heavier frame head, now providing double reinforcement at this vital point, a slight change in the rear stand, drop forged reinforcement of the axle jaws of the rear stays, preventing any twisting of the stays by a severe pull of the brake arm, a new brake arm fastening, front mud guard side shields to catch mud and water, particularly on corners, relocating the tank filler nozzle further forward, new type of piston and improved balancing of the connecting rod in the motor, a lower and further forward saddle position, an eccentric hanger permitting wider range of belt adjustment, a larger and more complete tool equipment and improved finish. Imported wire replaces the piano wire formerly used in the controls. The Bosch magneto is used exclusively for this type of ignition system.

Changes applying specifically to the twin, while numerous, are in the nature of refinements rather than new and radical adoptions. Simplification of the inlet valve operating mechanism has given greater power and speed, and also eliminated rocker clicking. In fact, emphasis is placed on the degree of silence which has been attained in the 1912 twin. The inlet push rods have been made adjustable for wear, and take-up springs placed under the rockers. Motor changes include an improvement in the lower connecting rod bearing, as well as new type pistons and balanced conecting rods. The belt width has been increased to two inches. Increased motor flexibility also has been obtained.

Easy Starting With New Bosch Magneto.

"Not because it required it but to help the motorcycle manufacturers get their machines to start easier, although the real fault lies with the carbureters, there will be a slight change in our 1912 motorcycle magneto," says Advertising Manager A. H. Bartsch, of the Bosch Magneto Co., of New York City. "The change," he went on, "will consist of an addition to the armature, and will enable machines to be started and run on a slower armature speed than heretofore. The continued popularity of the Bosch magneto among motorcyclists is evidenced by the fact that we already have in hand for next year contracts enough to keep us going to the limit."

Haverford Incorporates in New York.

The business of the Haverford Cycle Co., of Philadelphia, Pa., with branches in New York, Buffalo, Washington, Atlantic City and Newark, has grown to such an extent that Mr. Max Sladkin, the moving spirit of the concern, has deemed it wise to incorporate the company under the laws of the State of New York, with a capital stock of $250,000. The company, which has recently placed on the market a new "Big Four" motorcycle, will carry on a most aggressive selling campaign for the new model, as well as their extensive bicycle line.

MINNEAPOLIS WITH CHAIN AND BELT

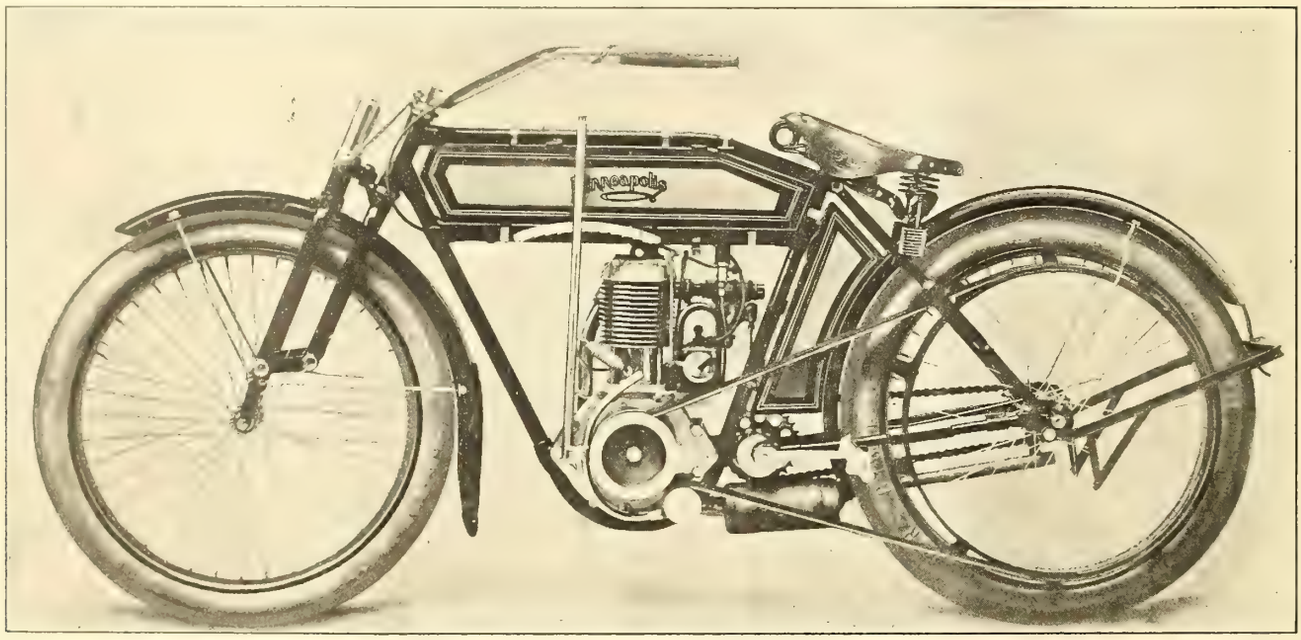
Two Big Five Singles for 1912—New Model Has Flat Belt With Idler—Chain Model the Same as Heretofore.

Two models, one belt and one chain, both employing the well-known Minneapolis unit power plant, and save in transmission, being of the same general construction, will constitute the 1912 line of motorcycles of the Minneapolis Motorcycle Co., of Minneapolis, Minn. The chain model is a perpetuation of the present machine of that type, while the belt model is a brand new creation, and marks the surrender of the last exclusive chain drive motorcycle manufacturer to the demand for the belt drive.

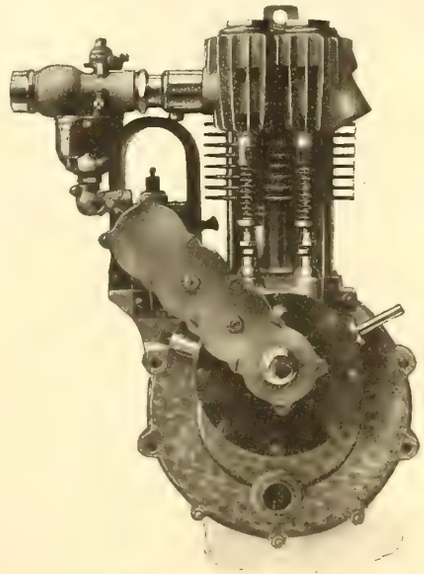
With the difference in type of transmission, together with the obvious fact that the belt model will not include the two-speed gear used on the chain machine, both machines otherwise practically are from the same mould, and a description of one will apply to both. Like its mate, the belt model is rated at five horsepower, and mounts a single cylinder engine, 3½ x 3¾, with mechanical valves alongside. A one inch Schebler carbureter feeds the motor, and a Bosch magneto starts the rumpus in the cylinder at the proper time. Magneto ignition is standard and exclusive equipment, a policy which hastens the complete extinction of the battery system for ignition.

For carrying the power to the rear wheel, a two inch flat belt is used, and an idler gives a "free engine" effect. The frame and fork are continued on present lines, the frame being of the full loop type, with rear slope on the top bar to permit low saddle position. The wheelbase is 55 inches, and 28 inch wheels shod with 2½ inch tires constitute the rolling stock. Reinforced tanks, capable of holding two gallons of gasoline and two and one-half quarts of oil, are fitted.

Changes in the chain model include the substitution of saw blade steel in place of fiber for clutch discs, the option of 26 or 28 inch wheels, and the improvement in appearance by the addition of pea green panels on the tank and tool box. Non-fluid grease replaces oil as a transmission lubricant, the former having been found more suitable for the purpose. The grease is said to furnish sufficient lubrication for six months without attention. Of course the unit power plant, in which the motor, clutch and two-speed gear are combined in a single housing, a distinctive and exclusive Minneapolis feature, is retained.



1912 MINNEAPOLIS 4 HORSEPOWER WITH BELT DRIVE



THE MINNEAPOLIS MOTOR

NEW MOTORS FROM INDIANAPOLIS

DeLuxe in Singles and Twins With Shaft Drive Magneto—A Nine Horsepower Twin, Too.

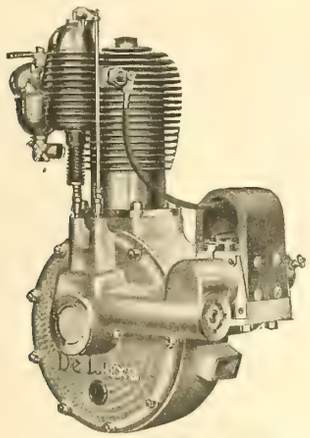
Embracing such up-to-date features as annular ball bearings, one-piece crank shafts, mechanical valves, enclosed shaft magneto drive, "clean" design and high-grade materials, De Luxe motorcycles in four sizes, four and five horsepower singles and seven and nine horsepower twins, have been placed in the market by the F. W. Spacke Machine Co., of Indianapolis, Ind. Free engine clutches and two-speed gears also are furnished for any size motor in the line, and the engines are built for either chain or belt transmission. General design and features typical of the line are shown in the accompanying illustration of the four horsepower single cylinder motor. The cylinder and head is an integral casting, with valve pockets on the side. Valves are mechanically operated by a rocker arm. The valves are larger than those used in average motors of the sizes mentioned.

Inlet valves are made of nickel steel throughout, while exhaust valves have nickel steel stems electrically welded to cast iron bands. This construction is claimed to accentuate freedom from valve breakage and also from pitting. Between the valve chamber and cylinder an air chamber is provided, increasing the cooling efficiency. Crank shafts are one-piece forgings, this construction having claimed for it the advantages of rigidity, no tendency to spring and consequent elimination of any cramping or misalignment of the bearings. The crank shafts are carried on unusually large annular ball bearings,

mounted in steel pockets, this mounting insuring, it is said, a satisfactory support of the shaft and fit of the bearing in the crank case. Crank shaft and wrist pin bearings are stated to be twice the usual size.

For ignition a Bosch magneto is used, and the driving arrangement is a departure from standard practice. The drive is by gears and enclosed lay shaft, the magneto being located back of the cylinders and taking its drive off the main shaft through the cam case. The gears are of alloy steel, hardened and ground, and all bearings also are ground. It is claimed that this construction permits of easy accessibility for adjustment or timing, and also simplifies and gives a quieter magneto drive by reason of the elimination of the usual train of gear wheels.

The crank case construction also is different from standard. While a two-piece casting, the case is not split vertically in the center, but the central section and left



THE SPACKE MOTOR

side are cast integral, and the right side is a detachable plate, with a ground joint on the attaching faces. This ground joint is claimed to eliminate oil leakage, while the form of construction is offered as improving the rigidity of the motor and the sustained alignment of the bearings. The cover plate is attached to the case by nuts screwing on studs sunk in the rim of the case. An oil window is provided on the right side of the motor base. In the design simplification also has been kept in mind, and it is said that the number of parts is less than that required in average motors. Part of this accomplishment is evident in the absence of nuts, bolts and other mechanical gew-gaws scattered over the exterior of the motor.

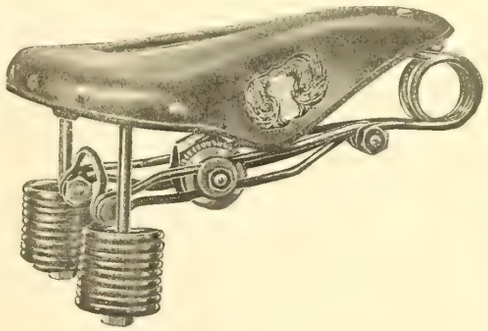
High efficiency is claimed to have been obtained from all motors, and also silent running qualities. The nine horsepower motor is a special model.

The firm of R. I. Appleton & Co., 15 Aire street, Leeds, England, has informed the American Consulate that it is prepared to consider agencies for American manufactures suitable as side lines to the cycle trade.

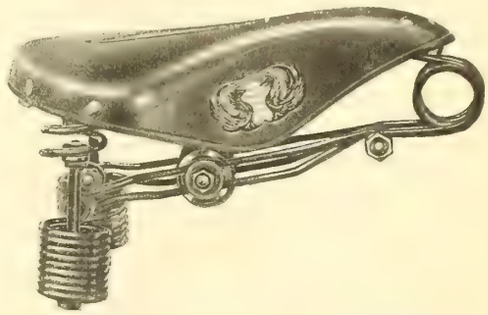
MESINGER LINE'S NEW OFFERINGS

Saddles in Types to Suit All Fancies—Progressive Alterations and Additions With Notable Features.

Bristling with special features as embodied in several new models, the 1912 line of the H. and F. Mesinger Manufacturing Co., including saddles for bicycles and motorcycles, has just been announced. The saddle line for both is most complete, there being no less than 13 models for bicycles with a separate attachable set of springs to be applied to any wood base saddle, and eight models for the motorcycles.



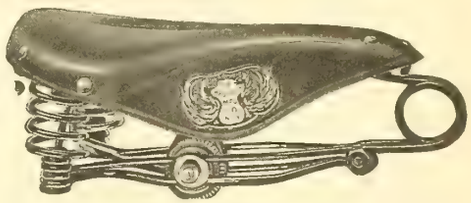
MODEL "U" SUPERB, SIZE 10½ x 7½



MODEL "A" SUPERB WITH SPRINGS



THE RACER KING, SIZE 11 x 6½



MODEL "U" SPECIAL, SIZE 10½ x 7½

Both suspension and padded, or cavalry, types are used in both lines and almost every conceivable variety and combination of springs is supplied, giving a range of choice that will suit the most exacting.

Of the new models for bicycles, the new Racer King is one of the more noteworthy. Its slim, narrow shape, with extremely narrow pommel and curved arched cantle, gives it a decidedly racy and light appearance, and coupled with the fact that it is made of the highest grade of materials throughout to secure durability and service with a minimum of weight, it will no doubt meet the approval of that class of cyclists for which it is especially designed.

The model "V" Special, with a top 10½ inches by 7½ inches, is another of the new members, and discloses a well designed spring system with which is incorporated the universal tilting clamp, permitting adjustment to any position. The model "V" Superb is the same top and suspension and truss system, with the addition of the well known extension springs of the type used on motorcycle saddles. The model "A" Superb is equipped with compound springs and has an ample seating surface measuring 11½ inches by 8 inches.

The entire line of bicycle saddles has been remodeled and every feature brought out to conform to up-to-date ideas. To insure the full elasticity of the tops of the suspension types, the rear cantle lays against the under side for only one-eighth inch; a clever and very substantial method of constructing the suspension rods eliminating the necessity of the large flat surface heretofore considered necessary for the strength of the cantle. This new construction is carried out on all of the suspension types, and in addition they have full reinforced tops of graceful elegant design with narrow pommels.

Estimates and Predictions on 1912 Output.

The Goodyear Tire and Rubber Co. states that predictions based on information furnished by motorcycle manufacturing concerns all over the country show that approximately 45,000 of these machines will be built in this country during the year 1912. Just how many motorcycles will actually be in use in the United States when these are distributed can hardly be estimated, but the figures would run well into the 100,000 column.

In all 32 companies will contribute to this output, but the most of these are only "dabbling" in the business in a small way, and of the 45,000 machines all but about 1,000 will be made by 12 firms.

The tire equipment of this output is no small factor in the motorcycle industry, and 11 of the largest manufacturers have already closed contracts with the Goodyear Tire and Rubber Co., they claim, covering approximately 15,000 pairs of tires. This means that at least one-third of all motorcycles made in this country will leave the salesroom equipped with Goodyear tires.

Notice has been filed with the Secretary of State of Indiana of the dissolution of the Kokomo Motorcycle Co., of Kokomo.

Crawfordsville, Ind., Sept. 6th, 1911.

The Corbin Screw Corporation,
New Britain, Conn.

Gentlemen:

SAY! Talking of brakes reminds me of this summer when I was out with an old Pal of mine.

He was riding a ------, and his clutch sleeve was constantly slipping. I gave him the "Ha-Ha" and told him to get one that never wears out.

"What have you got?" he says.

"Corbin, of course."

"Don't they slip?"

"No."

"Well, I'll have one,"----and he has.

When you say "Corbin," she is there with the goods. Well, if you can make your brake any better, either for bicycle or motorcycle, I'd like to see it.

You may send me booklets, transparencies, circulars, hangers and catalogs, and I'll assure you that they will not be thrown away or illegal distribution made.

Yours truly,
ARTHUR C. TILNEY.

One of many unsolicited complimentary letters received by
THE CORBIN SCREW CORPORATION
New Britain, Conn.
Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 7, 1911.

"Live" Vs. "Dead" Motors in Races.

While the ruling issued by the chairman of the Competition Committee as regards "live" or "dead" motors on standing starts in future races will throttle any possible sporting litigation on that point henceforth, it appears that in the test case just decided the rumpus raised largely was due to the fact that the machine which was protested won the race, and because it was allowed to start with its motor running other contestants "went up in the air," claiming that the start with a "live" motor had given the winner an advantage which contributed to his victory. It does not seem that the importance of the case warranted the amount of fuss made over it, and yet if there were any higher courts in the F. A. M. it is quite probable that further appeals would be taken.

Viewed from a broad and impartial standpoint it is difficult for us to see how a rider of a machine without pedals and pushed off with his motor running free has any advantage over a rider pushed off with his engine at a standstill. In fact it seems to us that even allowing him a "live" motor the former rider is at a disadvantage owing to lack of pedals. In theory there is an advantage in that the rider with the "live" motor knows absolutely that his motor will run, while the rider of the "dead" machine is taking a chance, very small as a matter of fact, but a chance nevertheless, as to whether or not his motor will start

Practically speaking, however, conditions are reversed by the fact that in a standing start race, even though a rider gets away with a "live" motor, there are big odds in favor of his stalling when shifting the clutch or speeds, and even should he escape this misfortune he cannot hope to get under fast headway as quickly as the rider who has no clutch to fuss with.

Hardly a racing man but will agree that he can get away quicker with a direct drive machine than with one which has a clutch and transmission, and quick starts often determine the winner. Furthermore, the machine which was disqualified carried more weight than any of the others, and had the rider stalled his motor he would have been unable to restart as easily or as quickly as the others.

Summing up, it seems to us that the winner conceded more to the others than they did to him, that he won fairly and that the protest was not good sportsmanship. The referee seems to have given all the contestants an even break and his decision should have been sustained.

Best Solution of Canadian Tangle.

For the best interests of all concerned, the very best solution of the Canadian situation with regard to the control of motorcycling in that country seems to be the plan now being talked of by the Canadians themselves, to organize a motorcycle governing body of their own and consummate a working agreement with the F. A. M. While the offer of the F. A. M. to exercise a guardianship over Canadian motorcycling, and organize a Canadian district under the same form of government as the districts in this country, was an unselfish and friendly one, extended purely with the motive of enabling the Canadian motorcyclists to "find" themselves and bring order out of chaos with regard to the regulation and supervision of the sport, the offer in many quarters was regarded with deep distrust and suspicion by the Canadians.

They saw, or thought they saw, in this tender of assistance, a subtle attempt to secure control of Canadian motorcycle affairs, which, if obtained, never would be relinquished, and would mean that forevermore Canadian motorcyclists would be under the domination and yoke of their American brethren. That impression naturally did not make a hit with the Canadians, and they vowed that they never would consent to such an agreement.

It would be suicidal for the F. A. M. to attempt to assume jurisdiction arbitrarily over the Canadians, for it never would be able to control the situation in that country, and there is nothing to indicate that the F. A. M. ever intended any such move. Its friendly offices, as contained in the action taken at Buffalo, simply were misunderstood by the Canadians.

As indicated elsewhere in this issue, steps already have been taken looking to the organization of a Canadian motorcycle association, and its birth in the near future clearly and accurately is forecasted. That such a foverning body is sadly needed is made evident by the chaotic condition of affairs which have existed throughout the Dominion the past season. Motorcycling in Canada now has reached a stage where it is absolutely necessary for a governing organization to assume control of the situation and administer the affairs of the sport. A crisis has been reached, and unless some capable and trustworthy motorcyclists of the Dominion who have the best interests of the sport at heart, take the reins in hand and set up an association that will be strong enough to command respect and allegiance and to assert itself, the sport will suffer seriously from the lack of a controlling head to curb the irresponsibles and the rival cliques and clans that are running things as they please.

There are numerous motorcycles clubs throughout Canada, many of them strong in numbers and influential, and if they will combine forces and assist in the founding of a national organization, their will must prevail. It rests with the Canadians themselves whether they will enjoy the benefits that American motorcyclists enjoy through the existence of the F. A. M., or whether they prefer a continuance of the present demoralizing state of affairs. The indications are strong that they do not want any more of the latter, and that they soon will adopt our way of letting a national body run their sporting events.

HAWTHORNE AND POLLOCK COMBINE

Bridgeport Company Buys Heavy Interest in Canadian Concern—Results of the Amalgamation.

For several months there has been brewing a plan for a closer trade relationship between the Hawthorne Mfg. Co., Inc., of Bridgeport, Conn., and the Pollock Mfg. Co., Ltd., of Berlin, Ontario, Canada. The Hawthorne Mfg. Co., Inc., is now a large stockholder in the Berlin company and the latter is preparing to manufacture under the direction of the former the full line of its products, under which may be mentioned the "Old Sol" line of lamps for bicycles, motorcycles and carriages, the Hawthorne four cylinder hand air pump, American suction cleaners, phonograph supplies, etc., etc., all under the patents, names and designs controlled by the Hawthorne Mfg. Co., Inc.

The net results of this amalgamation of the two corporations will be that the Canadian consumer will be able to secure at retail all the goods made by the Hawthorne Mfg. Co., Inc., at almost if not the same price as paid by the consumer in the United States.

Mr. E. A. Hawthorne, president of the Hawthorne Mfg. Co., Inc., is now in Berlin arranging for the complete re-equipment of the Pollock Mfg. Co., Ltd., with new and special machinery required to manufacture the diversified line of the Hawthorne Mfg. Co., Inc., and to school the heads of departments in the Canadian factory in their various mechanical and administrative duties. Mr. Arthur B. Pollock, president of the Pollock Mfg. Co., Ltd., is arranging to start within a few days on a selling trip, which will take him from the Maritime Provinces of Canada to the extreme West Coast, visiting all points on the way.

Berlin, Ont., is the manufacturing city of Canada, having 22 furniture and seven rubber goods factories, with a number of other factories, in which is manufactured almost every kind of merchandise. The Pollock Mfg. Co., Ltd., owns its own factory and several acres of ground along the tracks of the Grand Trunk Railroad main line and about midway between Buffalo and Detroit, which gives every facility for prompt and rapid shipment.

Contemplated changes in designs and plans for the extension of the "Old Sol" line have been completed. The lamps and generators furnished in the past have met with such a welcome that new models have been added to round out the former line and to satisfy all the ideas and whims, as well as the pocketbook of the user.

First in importance is the new tail lamp, attachable to the rear mudguard. This lamp is supplied complete with bracket at $1.50. Another offering will be a separate generator outfit, the lamp part and generator of the No. 3 lamp separated. This is added in response to quite a call for such a lamp, and the makers feel certain that it will receive a midespread welcome. The No. 3 lamp has been used by many for carriage work. This lamp is now arranged with the lamp part attached at its side to the side of the generator and equipped with a rear red light and a special band and socket to fit a carriage finger. This same equipment is arranged for use as a separate generator outfit.

Consequent to the tremendous growth of the bicycle business, there is need of a new lamp. This condition was met in part with the "Old Sol" bicycle lamp No. 6, retailing at $4, but the price was a little high to exactly suit. The new bicycle lamp is now ready to market; it will be known as "Old Sol" bicycle lamp No. 10, price $2.50. It is said by the makers to be remarkable value for the money. The light given exceeds that of any other bicycle lamp and most motorcycle lamps, and the accessibility of all its parts, ease of operation and uniform dependability will be a revelation to the users.

Every "Old Sol" lamp and generator, before being finally passed by the inspectors, is tested with carbide and water, burning its own gas. This is true not only of the high priced models, but will be equally true of the new bicycle lamp, thus assuring the purchaser of only tested goods when he selects the "Old Sol."

E. C. Godfrey, formerly connected with the automobile supply business, has entered the employ of the Hawthorne Mfg. Co., Inc., and will cover territory in the interests of the "Old Sol" line of lamps for bicycles and motorcycles.

Smith Joins Iver-Johnson Staff.

George C. Smith, well known in the east as a traveling representative of the Reading Standard bicycle and motorcycle lines for the past six years, and for seven years previous to that with the Pope Manufacturing Co., has severed his connection with the Reading Standard Co. and will take up duties in the same capacity with the Iver Johnson's Arms and Cycle Works in their New England territory.

Roberts Becomes Troxel Sales Manager.

H. T. Roberts has resigned his position as sales manager of the Thor and will now be connected with the Troxel Mfg. Co., Elyria, O., in assisting Secretary Brandt in managing the well-known saddle business, paying particular attention to the sale of motorcycle saddles.

Harris to Handle Brooks Saddles.

The D. P. Harris Hardware Co., 48 Warren street, New York, has been appointed United States distributor for the Brooks saddles, manufactured by the J. B. Brooks Co., Ltd., of Birmingham, England.

THREE MORE JOIN N. Y. M. D. A.

Instalment Sales Occupy Attention of Meeting—Amendments to Agreement Are Adopted.

Several new members, the acceptance of one of these at least greatly enlarging the field of operations, also a larger scope allowed in the instalment sales plan, marked the regular bimonthly meeting of the New York Motorcycle Dealers' Association, held on the 2nd inst, at Stoetzer's Hotel, Brooklyn. Following the reading of the minutes of the previous meeting, Mr. C. E. Black, treasurer of the Motor Finance Co., reported that his company to date had handled approximately ten sales for various members, also that the company was very well satisfied with the deal so far, and further were considering investing a larger sum than was at first intended. Mr. Black offered several amendments to the existing agreement, which met with general approval and were adopted, being considered as greatly improving the sales plan and making the proposition more attractive to dealer and prospective purchaser alike. The amendments were as follows:

"Uniform terms on quotations to all and by all. One-third of catalog price of machine as initial payment and $5 per week subsequent payments; an additional 10 per cent. above list price; the company will finance the motorcycle instalment sales of out-of-town members within a radius of 50 miles of New York; the company agrees to finance the sales of used motorcycles valued at $100 or more; the company specifically agrees to finance no instalment sales except for those dealers who are bone-fide members of the association; the company agrees to improve in every way possible as the proposition develops the general plan, and if possible offer greater inducements to the prospective buyers."

The admission of George Sorenson to membership bespeaks a much greater range than was originally considered. Another new member received was William Vaughn, the hustling Long Island City dealer. Another Brooklyn dealer was also admitted in the person of the veteran, John Pflieger. After suggestions and discussions for the general welfare of the organization the meeting was adjourned to meet October 23.

Schickel Incorporates in Connecticut.

Norbert H. Schickel, of New York City, inventor of a two-cycle motorcycle, which was exhibited at the Chicago show last winter, has become incorporated at Stamford, Conn., under Connecticut laws, as the Schickel Motor Co., with $10,000 capital. The objects of the corporation include the manufacture of automobiles, motors, airships, etc.

NO SOLACE ON THIS PAGE FOR MUFFLER CUT-OUT FIEND

The Country's Press Takes Up Crusade Against Open Muffler — Editors Denounce the Habit and Some Try an Appeal to Rider's Better Nature — California Poet Joins the Condemnation Chorus.

The newspapers in all parts of the country have taken up editorially the open muffler question from time to time, and the following are but a few extracts:

The City Council of Chicago has passed an ordinance compelling the owners of motorcycles to muffle their machines, stilling the gatling-gun-like explosions, than which no noise of the city is harder to bear. Most, if not all, machines are equipped with mufflers, but the construction is such that with the muffler on the speed is reduced. So most owners tear through the streets and along country roads, their machines making a noise not to be compared to anything under the sun unless it be a machine gun, and spouting smoke and kicking up the roadway in the faces of those who may be compelled to fall in behind.

It is a fact that the ownership of a motorcycle seems to bring on a desire "to burn up the road." The temptation is too great to be overcome, in the majority of cases, and thus the motorcycle becomes a nuisance beside which the noises of an old-fashioned Fourth of July are indeed low toned.

The thing to do is to curb the speed tendencies of the motorcycle owners. If this be done it is likely the muffler will be more generally used. The motorcyclist has the same rights to the road as the owner of an automobile, a horse-drawn vehicle or a traction engine. But he has no more and he should remember the fact, when the inclination comes to dally with the law of gravity and to make his path hideous with noises that shock the nerves and jar the tympanum.—Springfield (O.) Sun.

Since it is practically impossible to keep the motorcycles off the streets of Chicago, the council has helped a little in muffling their abominable outbursts of unnecessary noise. The progress of a motorcycle, and especially along the residence streets, suggests nothing less than an explosion of fireworks on an insane Fourth.

Anything that will tend to restrain the motorcyclist, to curb his dangerous and reckless speed and abolish his pistol-shot explosions and nerve-racking clatter, will be a grateful assertion of needed authority.

The passage of the ordinance was a necessity. Its quick and rigorous enforcement will be a blessed relief to an over-tortured community—Chicago Examiner.

You can tell a gentleman by the way he rides his motorcycle. If it is run quietly, he is a gentleman. If the cut-off muffler rips and snorts, he is a low-brow. It never fails.—Columbus (O.) State Journal.

The following editorial, headed "An Earnest Pleas to Motorcycle Riders," appeared in the Los Angeles Examiner on September 18th:

"On the statute books of the City of Los Angeles is an ordinance providing for the operation of gasoline engines with the mufflers closed. In this ordinance especial mention is made of automobiles and motorcycles and specific punishment is provided for the running of the machines without silencers or with the muffler "cut-out" open.

In Los Angeles there are approximately 4,000 motorcycles and 13,000 automobiles. Of this great number it is safe to state that 90 per cent. of the automobilists operate their machines with due regard for the law and for the convenience of fellow citizens. On the other hand, it is not stretching the truth in any respect to state that fully 90 per cent. of the motorcycle riders prefer to run about the city with mufflers wide open and with the engines disturbing the quiet of the community for a mile in all directions.

"This was notably true in three sections of the city on Sunday morning and afternoon. On Crenshaw Boulevard, between Pico and Washington streets, more than 1,000 motorcycles and possibly three times as many automobiles passed in review of home owners during the day. Approximately two in ten of the motorcyclists passed along the paved street in an orderly and quiet manner, with mufflers closed and machines under full control. On the other hand only two in every hundred of the automobiles could be heard as they glided past the house on their way toward or homeward from the beach.

"At Wiltshire Boulevard and Vermont avenue—and other of the good roads to the nearby beaches—a similar condition existed. Here a slight grade is to be found and notwithstanding the modern motorcycle has power to spare, a majority of the riders seem to prefer to open the muffler and permit the machine to make all the noise possible. Some automobilists are prone to do the same thing, but such are the exception, not the rule.

"Sunset Boulevard is another favorite drive of the autoist and motorist where the open muffler nuisance is much in evidence and for no apparent reason.

"Manufacturers of both automobiles and motorcycles have succeeded after much effort in reducing the noise of gas engines to a minimum. This has been done in such a manner as not to interfere materially with the power of the machines. Running with an open muffler is an unnecessary evil, as well as a violation of the law.

"The Examiner believes in the utmost freedom of movement of vehicles of all types. It is and always has been opposed to a too rigid restriction in the use of the streets. It is not, however, in sympathy with the open-muffler fiend. On the contrary, it believes that the property owners have an inalienable right to enjoy the peace of their homes without the disturbing annoyance of rapid-fire gas engine explosions. It would therefore urge upon owners, especially of motorcycles, the wisdom of regarding the rights of others and keeping the mufflers in good working order and closed.

"It would be an easy matter to draw the attention of the police to localities where this nuisance is most frequent and no doubt many arrests and fines would follow. It should not, however, be necessary to use a club to make men intelligent enough to operate these machines realize that they are violating the law. Motorcycles have been unpopular in the past because of their noise. Those riders who insist upon riding with mufflers open are only adding to the already strong sentiment against their machines.

"Keep your mufflers closed."

Open Mufflers Help Depopulate California.

I'll tell in this ditty
Why I left the city,
My tale all your pity
Will surely invite.
I once lived like you, sir,
Upon an avenue, sir,
Where gas-bikes rolled through, sir,
By day and by night.

I even yet wonder
How I stood up under
Their confounded thunder
As long as I did;
I sold out and hiked it
Where nobody biked it,
Turned farmer and liked it,
The rustics amid.

"In these regions creamy,
Sure, life will be dreamy,"
I said, "this will free me
From turmoil and roar."
Alas for that notion,
Like waves of the ocean
This cycle commotion
Still streams by my door.

Now I'm going where a
Gas-bike cannot scare a
Poor man; to Sahara,
I'm off on the fly.
In wide, sandy spaces,
With dark, desert races,
In some green oasis,
I'll live till I die.

—Los Angeles Times.

Pennsy





Speed as Well as Safety and Service

NON SKID

TRADE MARK

vania VACUUM CUP

Bicycle Tires

Though only three months on the market, these tires have achieved great popularity and are stocked by the leading hardware and sporting goods jobbers throughout the country.

The raised rubber cups moulded on these tires absolutely prevent skidding on wet or slippery pavements or in mud. The cups "hold the road" better than any known form of non-skid and provide better traction. This safety and increased traction power admit of increased speed. The cup-shaped knobs render these tires exceptionally long wearing. They last.

The exceptional quality of materials used in the manufacture of Vacuum Cup Bicycle Tires enables us to give with each an unqualified season's guarantee. Each tire carries our yellow guarantee tag.

Made by an Independent Company with an Independent Selling Policy which ensures satisfaction to the user and a fair margin of profit to jobber and dealer.

We are prepared to furnish the jobbing trade, on request, with electrotypes, catalog description and envelope inserts.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

(Re-organized February 1st, 1910)

BRANCHES:

Pittsburgh, 505 Liberty Ave., Chicago, 1004 Michigan Ave., Detroit, 247 Jefferson Ave., Minneapolis, 917 First Ave., S.

Pennsylvania Rubber Co. of New York
1700 Broadway, New York

Pennsylvania Rubber Co. of California
512-14 Mission Street, San Francisco 930 S. Main Street, Los Angeles



Pennsylvania VACUUM CUP Bicycle Tires

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1700 Broadway, New York

Pennsylvania Rubber Co. of California
512-14 Mission Street, San Francisco 930 S. Main Street, Los Angeles

Coming Events



October 5, 6, 7, 9, 10, 11, 12, 13, 14, Birmingham, Ala.—Motorcycle races at Alabama State Fair, mile dirt track; W. D. Gresham, 1912 Fourth avenue, Binghamton, Ala., referee.

October 7-8, Detroit, Mich.—Detroit Motorcycle Club's reliability run.

October 7 and 12, Westfield, N. J.—Motorcycle races at Fair Acres half-mile track; under the auspices of C. E. Holgate, Newark.

October 8, Detroit, Mich.—Detroit Motorcycle Club's race meet.

October 8, Bridgeport, Conn.—Bridgeport Club reliability run.

October 8, Providence, R. I.—Providence Motorcycle Club's triangle run from Providence to Boston, to Worcester, to Providence.

October 12, Van Wert, O.—Motorcycle races on half mile dirt track.

October 14, Reading , Pa.—Reading Motorcycle Club race meet at Fair Grounds track.

October 15, Guttenberg, N. J.—Closing motorcycle meet at Guttenberg mile dirt track; open.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

October 21, Atlanta, Ga.—Motorcycle races on Atlanta Speedway.

October 21, Pottstown, Pa.—Motorcycle races on mile dirt track.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

CORRESPONDENCE

Hart's Version of Toronto Incident.

Editor Bicycling World and Motorcycle Review:

In the issue of Bi-World and Motorcycle Review of September 16th I notice an article in relation to the race meet at Toronto on the 9th inst., in which there are two points very liable to be misleading. In the first instance it states that the writer was present and was party to allowing F. A. M. members to ride an unsanctioned race. In reference to this will state that outside of my opinions in reference to the right of the F. A. M. to arbitrarily require sanctions covering Canadian meets, I acted in no official capacity whatsoever, nor was there any F. A. M. rider there over whom I had any control direct or otherwise. The only one over whom it might be even suggested that I had any influence was William Staudt, who was for some time connected with this company, and therefore rode more or less under my jurisdiction. Staudt is now, however, and has been since September 1st, an employe of the T. Eaton Company and a resident of Canada.

I was asked in an offhand way, and so far as I at the time understood, in no way for publication or for an official statement from my position as a member of the Competition Committee, what I should do in the event of Staudt being disqualified by the F. A. M. and afterwards wishing to ride in this country. I simply stated that if Staudt was so disqualified and at any time came back to the United States in the employ of the Reading Standard Company I should put his case before the committee, making the contention that the F. A. M. had not as yet established authority over Canadian contest affairs, and that from my personal viewpoint the action at Buffalo was an invitation to the Canadian motorcyclists to enter the F. A. M. and not an arbitrary assumption of authority.

Of one thing I feel very certain, that it is necessary for us to take that position if we ever wish to bring the Canadian riders within the organization. From what I have seen of the Canadian situation I feel very positive that if they ever join hands with the F. A. M. it will be a voluntary affiliation on their part and not an arbitrary assumption of authority on the part of the F. A. M., and while I feel that the wording of the action taken at Buffalo was somewhat faulty, I believe that was the spirit of the resolution passed.

The other point is a mention made of Staudt's effort to break the track record on a "Big Reading Standard," and that he was thrown through his inability to handle the powerful machine on that track. This is misleading in that it would indicate that the machine was either a big twin or an over-sized single. It was in fact really the opposite. It was a regular 1911 stock four horsepower single cylinder motor, provided with auxiliary exhaust ports and placed in a regular 1911 frame, except that it was provided with 26 inch wheels and chain drive. If the machine was too powerful for him to handle on the track it was due solely to the quality of the motor, not to excessive size.

We would be pleased to have you set us right before your readers on the above points. Yours very truly,

READING STANDARD CO.,
By F. B. Hart.

Cooley Seriously Injured in Race.

A. R. Cooley, well known throughout Greater New York, and a popular member of the New England Wheelmen of that city, met with a serious accident on Sunday the 1st inst., while competing in one of the races in the club's championship series. The race was being held on Pelham Parkway, in upper New York, and the finish line was near the crossing of East Chester Road. Coming to the tape Cooley jumped to the lead, going over several yards in advance; immediately after crossing the tape and while yet sprinting, he collided with a motorcyclist crossing the parkway. Apparently neither saw the other and the force of the impact was such that both were thrown heavily to the ground; the motorcyclist was slightly injured, while Cooley, who hit the machine at right angles, sustained a fractured skull and, it is feared, internal injuries. According to latest reports received from the Fordham Hospital yesterday (Friday), Cooley was slightly improved, although his condition was yet very serious.

Date Set for G. N. Y. C. A. Meeting.

In response to a call issued by the president, there will be a meeting of the Greater New York Cyclists Association on Tuesday, the 10th inst., at 9 P. M., in the assembly room at 1213 Fulton street, Brooklyn. Matters of importance to all cyclists and motorcyclists of the metropolitan district will be considered; among them being the final reports of the various sub-committees of the Labor Day parade, the completion of plans to make the organization of a permanent character and the discussion of various suggestions for advancing the interests of all concerned in both branches of the sport.

EIGHT FINISH IN WORCESTER RUN

All-Around Ability and Cleverness Decide Winners of Third Endurance Contest —Gauthier Takes Speed Honors.

Brains mixed with mechanical ability saved perfect scores in several close pinches in the third endurance run of the series conducted by the Worcester (Mass.) Motorcycle Club on the 1st inst. Nine riders started and eight finished, the solitary withdrawal being caused by carbureter trouble. There were two classes, singles and twins, with two ties in the former and three in the latter from previous contests. The course was from Worcester to Boston and return, and then to Springfield and back to Worcester, a total of about 200 miles.

Although there was a long string of mechanical troubles, the ties remained at the finish of the run. The start was made at 7 a. m. on the first leg to Boston. E. L. Gauthier took the speed honors, being first at all controls, including the finish. The first perfect score was endangered when A. C. Gowing was hung up just outside Worcester with ignition trouble, and only three minutes to spare. He lost his spark and for a long time couldn't find it. Disdaining to pedal in to the control, which he had time to do, he kept on fussing for the cause of the trouble, being assisted by several club members who heard of his trouble and came out to offer advice. Finally he took one of the batteries in his hand, held a broken wire on it and steering with the other hand rode in just in time to save his score. He was allowed half an hour extra and two minutes extra on that for watch variation, under the rules, and used up pretty near his full allowance repairing the damage.

The other case where the tie nearly was broken was with F. L. Kidder in the twin class. Kidder's brake suddenly went wrong coming in from Springfield, and as he was moving fast at the time he went off the road, being unable to slow down for a turn, and brought up in a private yard. However, Kidder then was in a worse predicament, for he did not know how to fix the pesky brake. Fortunately for him a "good Samaritan" in the person of I. C. Coombs came along just then and told Kidder how to make a repair, which the stranded one did in short order and hurried along to make up time. He also saved his score, thanks to Coombs.

Coombs lost his muffler coming in from Springfield, but was in too much of a hurry to stop. He looked around to see a man run out and pick it up, but he dropped it pretty quick and commenced blowing his fingers vigorously. The muffler was slightly warm. Roy Dow, who was riding his first run, took a turn too fast on the Boston road and shot up a pair of steps in a church yard. His pedals were broken. Russell Coes and Howard Clark acted as checkers on the road, and were the last out of all controls.

The men who finished were as follows: Twins—Russell Coes, E. L. Gauthier, I. C. Coombs, W. G. Cornwell, F. L. Kidder. Singles—Roy Dow, H. L. Clark, A. C. Gowing.

Visitors Humbled at Zanesville, O.

Local riders cleaned up the visitors from Newark and Coshocton at the motorcycle meet conducted by the Zanesville (O.) Motorcycle Club at the Fair Grounds on Sunday, 24th ult. Garrett and Williams did most of the "cleaning," the former taking three firsts and the latter two. Seven hundred people were among those present. Williams really was the star, for with a four horsepower machine he made Garret with a "T" hustle to win.

The summary:

Three mile open, four horsepower class —Won by Williams; second, Kussmaul; third, Keeley. Time, 4:22¼.

Three mile open, four horsepower belt drive class—Won by Heidenreich; second, Hayes. Time, 5:02½.

Five mile open—Won by Garrett; second, Williams; third, Malone. Time, 7:00⅗.

Five mile pursuit—Won by Williams. Time, 7:16½.

Five mile open—Won by Garrett; second, Williams; third, Malone. Time, 4:20.

Five mile open, four horsepower belt drive—Won by Childers; second, Heidenreich; third, James.

Five mile favorites—Won by Garrett; second, Malone. Time, 7:18.

Amazons to Battle at Columbus, O.

Columbus, O., Oct. 2.—On Sunday afternoon, October 8th, on the one mile dirt track at the Columbus (O.) Driving Park eight women will compete in six races that will go down as the first contest of its kind in the history of the sport. The races are being held entirely independent of the Columbus Motor Club, and are not sanctioned by the F. A. M. The races are to be held primarily to decide which riders will meet Miss Lillie Williams, of Los Angeles, Cal., next winter for the world's championship. The entrants are Misses Dollie Adelman, Dora Ludwig, Bertha Davis, Lucile Adelman and Mary Soderblom, of Columbus, O.; Viola Culp, Elwood, Ind.; Seda Leslie, Akron, O., and Stella Masters, of Michigan City, Ind.

All of these women are expert riders. Miss Dollie Adelman at a race meet held here in July went an exhibition mile in 1:12. Both Miss Culp and Miss Leslie are said to have numerous victories over men competitors to their credit, and who have seen them say that those two members of the fair sex can run away from most of the male amateurs.

CANADIANS TO FORM A FEDERATION

Majority of Riders Are in Favor of Self-Governing Association—Chaotic State of Canadian Sports.

Toronto, Oct. 1.—Briefly summed up the Canadian situation with regard to affiliation with the F. A. M., from a Canadian standpoint, is: The great majority of riders in the Dominion are very much in favor of the formation of a self-governing association, with a working agreement with the American federation. Practically every argument that can be advanced leads to this same decision, and it is expected and fervently hoped by the Canadian motorcyclists that the proposed Canadian body and the F. A. M. will be on good speaking terms before another season rolls around.

Steps have already been taken to form the Canadian federation. A general meeting has been called to take place at Toronto some time in December or January, when it is expected the project will become a reality. Several reasons have hastened the Canadians in their ambition to have a recognized government. From a racing standpoint the clubs and the dealers want to see the American cracks racing in Canada, both for the advertising and sport-boosting proclivities. Then again some are afraid that the F. A. M. will step in and form rival organizations with which to fight the existing clubs. And most important of all, Canadians badly need a recognized authority to whom to look for guidance.

The third principal reason is by far the most serious. The present season in Canada has seen a wonderful development in the game, but at the same time the absence of a controlling hand has been particularly noticeable. In Toronto, where the game is the most advanced, a generous supply of "bosses" has been very much in evidence, and as a result ill feeling has cropped up. Petty jealousies have been aroused and in other ways the sport has been spoiled. Dissension has broken out and it is doubtful whether things could last much longer under present conditions. Thus the level-headed ones are hurrying to organize the Canadian federation and are hoping that the F. A. M., with all its experience and numerical strength will lend aid.

The time is ripe for action. Indeed it is compulsory that corrective steps be taken at once or the sport will suffer. The racing end is all right, but the administration is weak. The fact of the matter is that all thoughts have been given up to the racing, and while track stars were being developed nothing was being done in the way of sustenance for motorcycling. Among other things little encouragement has been given to endurance runs or tours.

THE CYCLE SQUADS OF THE ITALIAN ARMY



A DIFFICULT PASSAGE



RECONNOITERING

Briefly, it will be impossible for the F. A. M. to assume jurisdiction in Canada. In no other line of sport does an American governing body control the Canucks, whether it be athletics, rowing, bicycling or the turf. At the same time, in order to save the motorcycle sport assistance from American headquarters is highly necessary. The signing of a "treaty" would benefit all parties concerned, but in the event of annexation on the part of President Hamilton and his grand organization, Canada would be the proverbial "white elephant."

Considering the population of Canada, there are many clubs in Canada, but they do not receive the encouragement that is owing to them. The Canadian motorcycle world is like a castle without a foundation, but the ship will soon find its rudder if the boys on both sides of the line get together.

Bennet Stars at Hutchinson Meet.

High winds accompanied by blinding dust made the day anything but propitious for a good crowd at the motorcycle meet held at the Fair Grounds, Hutchinson, Kan., on the 27th ult., but in spite of this handicap there was a fair attendance. Wells Bennett, a local boy, was the star, winning two races, including the 10 mile "championship." The summary:

Two mile, private owners—Won by Snyder (Indian); second, Banta (Merkel); third, Buckman (Indian). Time, 2:59⅕.

Three mile stock, free-for-all—Won by Warner (Indian); second, Weishaar (Indian); third, Young (Harley-Davidson). Time, 4:08.

Three mile stock, fully equipped—Won by Weishaar (Indian); second, Young (Harley-Davidson); third, Warner (Indian). Time, 4:07⅗.

Five mile, free-for-all, singles—Won by Wells Bennett (Indian); second, Warner (Indian); third, Weishaar (Indian). Time, 6:25⅘.

Ten mile championship—Won by Wells Bennett (Indian); second, Warner (Indian); third, Wilson (Harley-Davidson). Time, 12:35⅗.

Two mile team relay—Won by Warner and Horner (Indians); second, Bennett and Weishaar (Indians); third, Buckman and Swiggart (Indians). Time, 3:29.

Five mile match—Won by Weishaar (Indian); second, Warner (Indian); third, Wilson (Harley-Davidson). Time, 6:25⅕.

Mile time trials—Weishaar (Indian), time, 1:14⅕; Warner (Indian), 1:14⅗; Wells Bennett (Indian), 1:16; Wilson (Harley-Davidson), 1:17⅗.

Concourse Club Races on Parkway.

With one event still to be run, rain rang down the curtain on the annual Motor Parkway races of the Concourse Motorcycle Club, of New York City, Sunday, 1st inst. About 50 riders and their friends turned out for the races, which were held over a five mile section of the parkway with bituminous macadam, between Jericho entrance and Meadowbrook Lodge. It costs motorcyclists 50 cents per day for the use of the parkway, so the races brought about $25 extra into the parkway treasury. Profiting by past experiences everyone either brought a lunch or shared somebody else's, for the nearest hotel is three miles away, and the Long Island air is a great appetizer. Lunching was rather a dry affair until a car came along flying the Concourse colors. When it pulled up Jerry Foley, trusty keeper of the Concourse treasury, club house and about everything else the club possesses, debarked with some suit cases loaded with liquid joy. The races were the real, pure amateur thing, and while no world's records were broken, some exciting finishes were produced. J. B. Niles took the leading honors by winning two events, beating J. McClellan by close margins. The summary:

One mile 30½ inch class—Won by Levkowitz; second, Harburger. Time, 1:16⅗.

One mile 50 inch class—Won by A. Smith; second, A. Heinig. Time, 1:13⅕

One mile 61 inch class—Won by J. B. Niles; second, J. McClellan. Time, 1:06⅗.

Five mile, 30½ inch class—Won by V. Nidely. Time, 5:38⅖.

Five mile, 50 inch class—Won by A. Heinig. Time, 5:27.

Five mile, 61 inch class—Won by J. B. Niles; second, J. McClellan. Time, 5:50⅕.

Another Pair to Cross the Continent.

It no longer is fashionable to cross the continent alone on a motorcycle. The novelty has worn off that stunt and now it is the proper thing to go in pairs. The first pair of riders who started from New York recently arrived in San Francisco, and now another pair is going over the same route. The latest transcontinental team to announce itself is Jay B. Budworth and Everett Revere, of Newark, N. J., who will start from New York on the 15th inst., bound for San Francisco. They will take along a moving picture machine to preserve for posterity some of the things they see, including the bad roads. Unlike any of the other transcontinentalists, the Jerseyites are going to start without any money, and earn their grub and lodging by doing odd jobs.

Chicago "Motor Cop" is an Athlete.

Although motorcycling is not regarded as an athletic sport, that it does not injure one's athletic prowess has been proven conclusively by J. J. Dineen, a member of the Chicago motorcycle squad, who won the track and field championship of the police department for the second successive time in the annual police-firemen-letter carriers athletic meet on the 16th inst. Dineen won five events and was placed third in another, scoring a total of 26 points. The police won the meet by a big margin, chiefly due to Dineen's marks.

MUDDY TRACK SPOILS WARD MEET

Famous Toronto Sports Event Marred by Spills and Loafing—Motorcycle Events Had To Be Postponed.

Toronto, Oct. 3.—The Ward marathon and sports held on the Exhibition two-lap track at Toronto, Canada, on Saturday, September 30, was robbed of most of its thrills by the necessary postponement of the two motorcycle races, which had been included in the long program of events. The track was in a fearfully muddy state, following a prolonged shower, and it was with some difficulty that the bicycle riders could be induced to start in their contests, which included the ten mile Dominion championship and a three mile handicap. There were 45 entries for these races, but only 15 men faced the starter, and, as expected, there were spills innumerable. In the three mile event two spills happened simultaneously, half a dozen riders going down into the mud. The handicap race went to Scotty Wilson, with Will Smith in second place, Wilson just beating the latter by inches in a grueling stretch drive to the tape. Gus Hogben, of Hamilton, Canada's half mile champion, was a close third. Time, 10:55.

The bunch loafed and did everything else in the ten mile grind, as it was hard going on the slippery surface. The officials ordered every man in the race to pace a lap, but still this did not help much, so that the ten miles was not done in less than 29:55. In this event Walt Andrews, the well-known crack, had no trouble in showing the others to the line, the "Big Train" coming with a rush in the last 150 yards, and winning out from Herb McDonald and Scotty Wilson. These were the final bicycle track events of the Canadian season.

Although the track was too dangerous for motorcycle racing, Joe Golden, who was breaking into the gasoline game from the bicycle ranks, decided to try out the oval on a four horsepower stripped Indian. By daring work on the corners he was able to ride a lap in less than 36 seconds, which, incidentally, is the fastest half mile of the year for the Toronto track in spite of the fact that twin-sevens have been chasing each other around the oval all summer. Golden received an ovation from the stand when he dismounted from his wheel. After Golden's performance the other riders wanted to race, but the officials of the meet had called off the events, and crowd and racers were alike disappointed.

Trio-Cup-Trial Winners Are Honored.

Presentation of prizes to trio trial winners, accompanied by some oratory, then refreshments, followed by some light vaudeville, helped to make the "housewarming" of the Motorcycle Touring Club of New York, Affiliated, on Monday night, 2d inst., quite a lively affair. The club jester got off some humor at the expense of the members, which "took" quite well, and the remainder of the evening was passed with yarn spinning, resulting in several becoming honorary members of the Ananias club. Finally somebody remarked that it was time to go home, and all took the hint. About 30 were present. The club quarters have been refinished and a long lease taken. A pool table has been ordered, and it is expected that the club will develop cent. to above list price; the company will some experts during the winter.



F. A. M. DECIDES ON MAIL VOTE

1911 Delegates Will Be Asked to Vote on Proposed Amendments to Article V of By-Laws.

In accordance with article XI., section I. of the constitution and by-laws referring to amendments, the Board of Directors of the F. A. M. has decided that it is advisable to take a mail vote of the delegates to the 1911 National Assembly of the F. A. M. on amendments to article V of the by-laws covering one-quarter rebates to the districts. Notice is hereby given that after 30 days such a mail vote will be taken on the following amendments:

"To amend section 5 of article V of the by-laws by striking out the fourth sentence to the effect that the national treasurer 'shall forward to the treasurer of each respective district one-quarter of all membership fees received from each district and shall obtain receipt for all such remittances,' so that this section, as amended, would read: 'The national treasurer shall receive all moneys and shall keep proper books of account as shall be provided for by the board of directors. He shall pay out no money, unless otherwise specifically stated, except on the written approval of the president and two other members of the board of directors, or of a majority thereof. He shall forward quarterly to the president and the secretary a certified itemized report of all receipts and disbursements, and shall render a report at each annual meeting. His accounts shall be audited preceding the annual meeting by a committee of three appointed by the president from the general membership. He shall give bond in such sums as may be determined by the board of directors. The expense of said bond shall be borne by the national organization. All books and records kept by the treasurer shall be turned over to his successor, after being duly audited by the committee appointed for that purpose.'

"Also to amend article V. by adding section 6, to read as follows:

"'The national treasurer shall pay, from the national treasury, the expenses of each district upon the receipt of vouchers approved by the district vice-president and treasurer. Provided, however, that all dis-

trict expenditures be authorized by the district vice-president, and that he incur no greater expense than $50 without first obtaining the permission of the national president; provided, also, that the national president authorize no greater district expense than $100, except upon a majority vote of the board of directors.'"

"In sending you the enclosed amendments, which the directors of the F. A. M. think it advisable for the delegates to vote upon," says President G. H. Hamilton, "I wish all of our members to understand why it is desirable to put into effect the new system suggested for financing the districts.

"Owing to the new districts that were established at the last meeting of the National Assembly in Buffalo, Dr. Gibson has experienced considerable trouble in trying to straighten out the finances of the old districts and apportion the funds according to the new districts.

"The amendments are offered not only with a view of simplifying the handling of our finances, but with a view of taking care of the requirements of each district as conditions may demand. There should be no question in the mind of any member who is familiar with business methods but that all moneys should be retained by the national treasurer and all remittances made from the national treasury.

"This is the only business-like way to handle our finances, and as the directors have given the subject careful consideration I trust that when the amendments are put to a vote that they will carry without any opposition.

"Under the plans provided by the amendments the districts are not deprived of financial support, but are placed in a position where their requirements will be taken care of by the national treasurer.

"The same principles suggested for the F. A. M. as for any large mercantile corporation, that is where any large expense is to be incurred, the matter will be passed upon by the board of directors.

"I am simply making this explanation so that all of our members will understand that the directors are simply endeavoring to improve conditions and put into effect a plan that will benefit all of the districts."

Fletcher, Lorain's Own, Repels Invaders.

Visiting pot hunters had a few crimps put in their aspirations at the motorcycle race meet at the Lorain (O.) county fair on the 20th ult., when Fletcher, a local boy, took four of the seven competitive events. Davis, of Altoona, Pa., took two firsts, and Herbert Huntsbery, of Cleveland, took the other. Huntsbery also gave a mile time trial. Close finishes stirred the crowd of 5,000 to high enthusiasm.

Summary:

Three mile novice, stock—Won by Davis (Harley Davidson); second, Draper (Excelsior); third, Somer (Indian). Time, 4:29½.

Ten mile open—Won by Huntsbery (Merkel); second, Fletcher (Excelsior); third, Willis (Indian). Time, 13:26⅘.

Five mile stock—Won by Fletcher (Excelsior); second, Friedenstine (Excelsior); third, Huntsbery (Merkel); fourth, Willis (Indian). Time, 6:55.

Miss and out—Won by Fletcher (Excelsior); second, Friedenstine (Excelsior); third, Huntsbery (Merkel). Distance, three miles. Time, 3:30⅗.

Ten mile open—Won by Fletcher (Excelsior); second, Friedenstine (Excelsior); third, Huntsbery (Merkel). Time, 13:06⅗.

Fifteen minute stock—Won by Davis (Harley-Davidson); second, Fletcher (Excelsior). Distance, 10⅛ miles.

Unlimited pursuit—Won by Fletcher (Excelsior); second, Friedenstine (Excelsior). Distance, 16½ miles. Time, 23:07½.

One mile against time—Huntsbery (Merkel). Time, 1:19.



THE PONTIAC MOTORCYCLE CLUB

Another Tack on Guttenberg Revival.

Promoter Henry Shaffer, of the Guttenberg (N. J.) "Motordrome," having gotten "in bad" with the "powers that be" in motorcycle racing, because of the loose way in which he conducted race meets, and the fusses which occurred as a result, all of which combined to make it pratically impossible for him to secure any support for his meets, as demonstrated by his recent efforts, he has persuaded some of his friends to come to his aid and lend their names and efforts to try and resurrect racing at the old track on the Hudson. Accordingly, E. F. Korbel and Jerome T. Shaw, two New York newspapermen, have taken hold, and under the impressive title of the "Metropolitan Motor Racing Association," have established a "feeler" meet for Sunday, 15th. If this meet is a success, the "association" indicates that it will run regular meets at the track next year. Support is being solicited from the local dealers and riders, and among the entries already claimed are those of Frank Hart, the amateur champion, and the trio of local professionals, Al. Graves, L. H. Guterman and W. L. Coursen. As a special feature Ralph De Palma will give exhibitions in a Simplex car. Seven events, two of them professional, and five amateur, are carded. The "association's" offices are at 1777 Broadway, New York City.

Pontiac Has a Motorcycle Club, Too.

With a big motorcycle factory in its midst it is eminently fit and proper that Pontiac, Mich., should have a motorcycle club. At a meeting of local riders on the 23d ult., the Pontiac Motorcycle Club was formed with 20 members, and 11 applications were acted upon. Interesting talks on motorcycling topics were given by Messrs. McEldowney and Sherman, of the Flanders Mfg. Co., and a flashlight of the gathering was taken. The club now is prospecting for suitable quarters and has expectations of recruiting its membership to 75 or 100 men in the near future. At present the club meets in the Administration building of the Flanders Mfg. Co., and the meeting notices are of an unusual sort, being on drafting blue prints, with a sketch of a motorcyclist and a girl riding tandem and supposedly on their way to a meeting which promises something good.

Davenport Club Puts "O K" on Officers.

At a previous meeting chosen temporarily to fill the offices of president and secretary, respectively of the Davenport (Ia.) Motorcycle Club, Dr. W. F. Hunt and R. R. Carsons have now been elected permanently to those chairs.

LOSES "LIVE" MOTOR APPEAL

Competition Committee Sustains Chairman in Disqualifying Jacobs—New Rule for Future Races.

In the matter of the appeal of the New Era Auto Cycle Co., of Dayton, O., to the F. A. M. Competition Committee as a whole, from the decision of the chairman in overruling the referee and sustaining the protest lodged against the victory of I. F. Jacobs, riding a New Era in a motorcycle race at Springfield, O., on Labor Day, on the ground that he was allowed to be pushed off from a standing start with his engine running, and that this privilege was unfair to the other contestants, the chairman announces that the result of the mail vote of the committee is 3 to 1, sustaining the chairman, all members voting except the chairman. Therefore Jacobs' disqualification stands and first prize goes to the second man.

In connection with the case, which is the first of the sort that has required official arbitration, the chairman announces that hereafter the rule in regard to standing starts will require that all riders, machines and engines be at an absolute standstill at the push off. As the New Era machine has no pedals, but is fitted with a clutch and two-speed, permission to be pushed off with the motor running was sought from the referee and granted by him. The argument offered was that the machine could not be pedaled, and therefore was handicapped as against the other pedal quipped machines, and that a push-off with a "live" motor only evened things up.

However, the chairman holds that the primary purpose of the Competition Committee is to promote square dealing, and that the allowing of Jacobs to start with a "live" motor was not fair to the other contestants. He holds further that the lack of pedals made the New Era unsuitable for standing starts, but that it is not the function of the committee to make special rates or interpret the existing rules to fit any particular machine which may have unusual features of construction, even though such machine be catalogued as stock. He holds further that it is the function of the committee and the chairman in considering appeals to adhere as closely as possible to the present rules, and that the committee does not consider it good policy to create new rules or interpretations to fit special cases, although it claims such discretionary power.

Manager Sink Makes Fine Showing.

Managerial responsibilities did not weigh heavily enough on the shoulders of versatile John Sink, of Indianapolis, Ind., to prevent him winning some of the races he conducted at Vincennes on the 24th ult. He captured a 15 mile match and the time trials. The track was in fine shape and several local records were stated to have been broken. Postponed from the preceding Sunday on account of rain, the meet drew a good crowd, but several events had to be scratched owing to the non-appearance of riders booked. A conflicting meet at Marion affected Sink's little speed party. There was one big thrill when Cecil Albright rammed a fence post and demolished his machine. Albright suffered a broken kneecap, wrenched back and cuts and bruises. The summary:

Five mile, private owners—Won by V O. Scantling. Time, 6:15⅗.

Five mile open, 50 inch class—Won by Ray Hostetter. Time, 7:05⅖.

Fifteen mile match—Won by John Sink. Time, 20:23.

Half hour open—Won by Ray Hostetter. Distance, 21⅛ miles.

Mile time trials—Sink, time, 1:16⅖; Hostetter, 1:21; Bouchie, 1:28.

Pursuit Race Becomes a Marathon.

An Australian pursuit race which went 26 miles to a draw proved the topliner in the race meet of the Dubuque (Ia.) Motorcycle Club at Nutwood Park, on the 17th inst. It was a professional event with three starters, Mitchell, Fawcett and Meiscell, each placed one-third of a mile apart. Fawcett soon was nailed, leaving the other pair to fight it out. Neither was able to catch the other, however, and in the 26th mile they were flagged, being exactly one-third of a mile apart as at the start. The race was a draw and first money split.

Four amateur events also provided some thrills. Honors were more evenly distributed, three men being returned as winners. The feature number in this class was the ten mile club handicap for a club challenge trophy, to be won three times to become the permanent property of a holder. Imhoff, a scratch man, had the speed, and overhauled the field steadily, catching the limit man at eight miles. Imhoff also captured the three mile novelty, in which rapid soda water absorbing ability was a prime requisite. Summary:

Three mile novelty—Won by Imhoff; second, Parks. Time, 5:00⅖.

Five mile professional—Won by Mitchell; second, Yonkers; third, Fawcett. Time, 5:48½.

Unknown distance—Won by McCeney; second, Imhoff; third, Parks. Distance, eight miles. Time, 9:20.

Fifteen minute race, professional—Won by Mitchell; second, Yonkers; third, Meiscell. Distance, 13 miles.

Five mile open, amateur—Won by Parks; second, Miller; third, Williams. Time, 6:50.

Ten mile handicap, amateur—Won by Imhoff (scratch); second, Miller (1:30); third, Curtiss. Time, 13:44½.

Australian pursuit, professional—Draw between Mitchell and Meiscell. Distance, 26 miles. Time, 0:30:00.

SWENSON WINS HIS OWN CUP

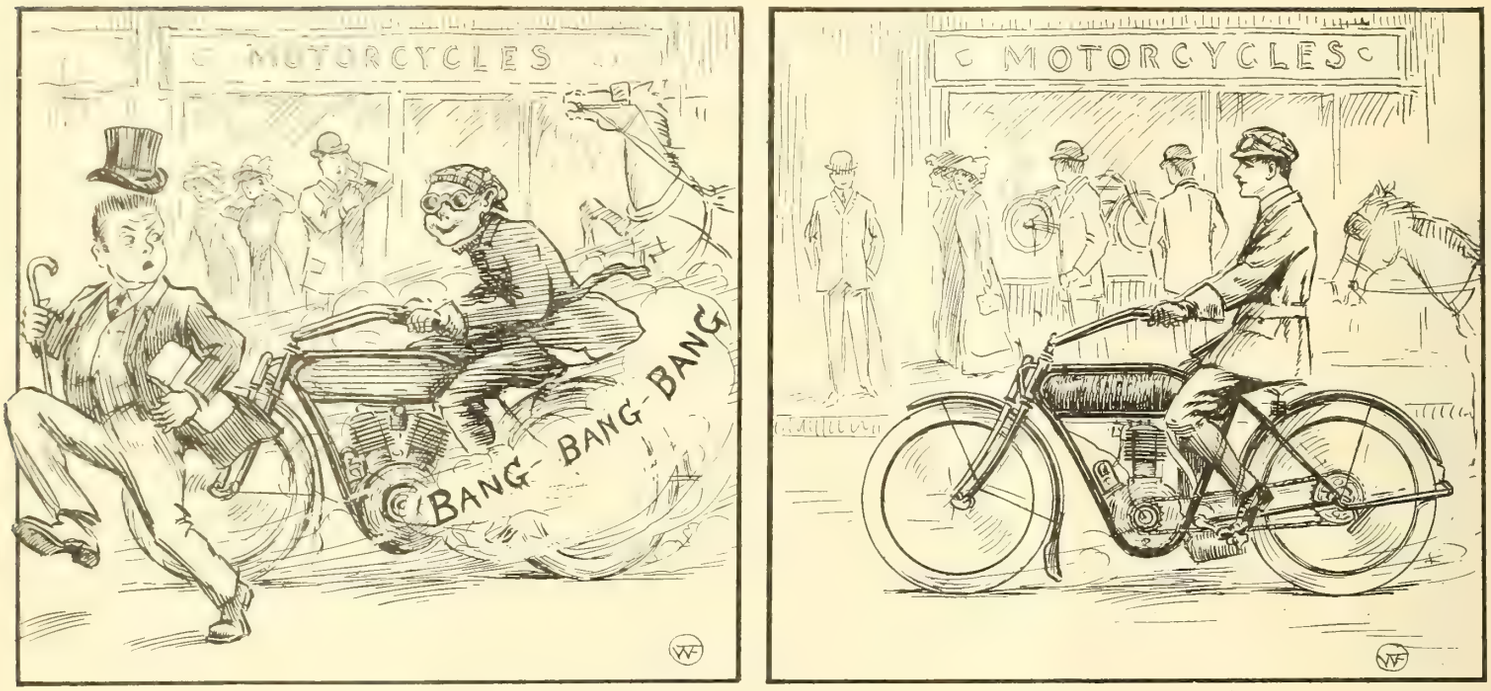
And Then Gives It to Another—Makes Only Perfect Score in Strenuous Providence Run.

Making the only perfect score in a field of 17 starters, B. A. Swenson, "Old Warhorse," of Providence, R. I., won his own trophy in the final contest for it, conducted by the Providence Motorcycle Club on Sunday, 1st inst. Like a good sport, though, Swenson, in accordance with his announced intention before the start, in case he should win it, gave the cup to the second man, E. G. Luther, who had a total score of 2,998 out of a possible 3,000. S. Higgins finished with a score of 2,965, giving him third place, and John Kay, one of the leading comedians of the Eastern F. A. M. tour, earned fourth place with 2,923 points. An unusual feature of the run was the fact that at the start there were 10 men tied, and as it was to be the deciding contest for the trophy it was made doubly hard by being run in two sections.

Although he competed purely for the fun of the thing, because he rather would mix into any sort of a motorcycle road event than eat, Swenson did some great work in the final contest. The total distance was 204 miles for the double course, and his time was 300 minutes, or just five hours. As he had trouble on the road it is apparent that he had to "ride some" to make the showing which he did. Trouble came to him between short distance controls, where a delay of any sort meant tall riding to make up time.

Ten miles from Providence he had a rear puncture, but by hurriedly pumping it up two or three times and finally limping in on the rim to the control he saved his score. Once more the jinx overtook him near Providence on another occasion and this time it was an exhaust valve. Instead of making the replacement on the road he plugged along to the control on one cylinder, and after arriving there with plenty of time to spare made a replacement in eight minutes. To the interested crowds gathered at the controls, for the run attracted considerable attention, it was a mystery why Swenson had lots of time to spare at controls, whereas the others just had time to check and be off, and often were late.

Riders were allowed to reach controls as early as they pleased, but could not check out until the expiration of the time scheduled, and lost one point for each minute late. The schedule was 25 miles an hour, which just naturally meant keep moving, as controls were 15 miles, and in two instances only 12 miles apart. The roads were good with the exception of a famous four mile sand stretch, which knocked holes in some scores.



WHICH IS THE GREATER BOOSTER FOR MOTORCYCLING? MORAL—CUT OUT THE CUT-OUT

The first leg of the run started at 7 a. m., the 10 men who tied being started five minutes apart, so that each man would have to pick his own way. All contestants wore numbers on their left arms and the management was up to the usual Providence club standard. Part of the course lay through the southern and southwestern section of the State, in a region of abandoned farms and away from steam or electric lines. So hard was the morning run that several of the riders who completed it, some with perfect scores, declined to start in the afternoon, saying that they had had enough. Each run was alloted four hours, or eight in all.

At Wakefield members of the Wakefield Motorcycle Club rendered good assistance in checking and filling tanks, Archie Brown, the local Indian agent, having plenty of supplies on hand for the occasion. Luther, Swenson's closest rival, lost his perfect score almost within sight of the finish, and came in looking heartbroken. His machine stopped suddenly about seven miles outside of Providence, and the few minutes he lost in looking for the trouble he was unable to make up owing to speed regulations in the city. What the trouble was he was unable to learn, as the machine started all right, and lays the delay to a temporary contact of the handlebar magneto cut-out. His near tears were changed to smiles when he learned that he would get the cup anyway, and that Swenson would take second prize.

The other riders in the order of standing were A. R. Magee, A. Carlson, C. A. Anderson, C. W. Raybill, J. Leddy, C. H. Westcott, A. V. Howe, M. Ross, N. D. Burt, C. Frazier, L. P. Whitcher and G. Fleurant. All the men rode Indians. Each contest was scored on a basis of 1,000 points for perfect, the total score of each man representing the sum of his points in all three runs.

Acrobatic Stunts at Dayton (O.) Meet.

Mud holes and puddles, due to heavy rains for two days previous, rendered the Fair Grounds track at Dayton, O., slippery and dangerous for the meet on the 16th ult., and as a result there naturally was some real sensational acrobatic work by the riders. In one race Ivan Jacobs turned a double somersault as a result of a skid on a turn, but came through with nothing worse than a sprained ankle and rode in the other events. However, the real thrill of the day was furnished by Teubner and Hart—they most always manage to do this anyway—when, while riding neck and neck Teubner struck a hole and took a 20-foot head-on slide down the track. Lucky Hart escaped and kept right on, while Teubner also had his luck with him and, immediately remounting, took second. His pluck made him a big favorite with the crowd.

Of the seven events Hart took three and Teubner another, Hart being eliminated from the latter by a broken valve. Pfeifer won the novice and a five mile private owner, and Forrer won the private owner pursuit after riding four and one-half miles. In the open pursuit Hart caught Don Klark at seven and a half miles.

The summary:

Five mile, trade riders—Won by Teubner (Merkel); second, Jacobs (New Era). Time, 6:43⅗.

Three mile novice—Won by Pfeifer (Thor); second, Jones (Merkel). Time, 4:57⅗.

Five mile, trade riders—Won by Hart (Indian); second, Teubner (Merkel); third, Klark (Indian). Time, 6:29⅖.

Five mile stock, private owners—Won by Pfeifer (Thor); second, Jones (Thor); third, Haynes (Thor). Time 8:00.

Ten mile, trade riders—Won by Hart (Indian); second, Teubner (Merkel); third, Klark (Indian). Time, 12:45.

Private owners' pursuit—Won by Forrer (Indian); second, Mast (Merkel); third, Pfeifer (Thor). Distance, 4½ miles.

Trade riders' pursuit—Won by Hart (Indian); second, Klark (Indian). Distance, 7½ miles.

Transcontinental Team Reaches Goal.

Establishing a "two man" motorcycle record from coast to coast, William Maryauskas and Joseph Baltusis reached San Francisco, Cal., on the 23rd ult., after being 55 days out from New York. They left New York on July 31st, intending to make a leisurely trip across, and covered 4,075 miles. It is the first time that two riders have made the full trip together, the nearest approach to it having been in 1906, when George Holden accompanied by L. J. Mueller the greater part of the way on his record trip. The riders who just have finished the trip rode Indians fitted with United States tires, and Stewart speedometers. Both men and machines stood the trip in good shape and were in fine condition at the finish. They reported the worst roads between Nebraska points and Reno, Nev. They will locate in one of the cities of northern California, where they expect to open a repair shop.

AND LO! ANOTHER PAUL REVERE!

Edward Young Mounts Steed of Iron and Saves Many Lives When Dam Breaks at Austin, Pa.

How a bicyclist was largely instrumental in the saving of many lives by carrying the warning of the approaching catastrophe down the valley in advance of the oncoming flood of water at Austin and Costello, Pa., was thrillingly and graphically depicted in many of the large city dailies in the first reports sent out from the scene of the calamity. While the town of Costello, which lies down stream from Austin, was almost completely destroyed, the loss of life was but two. Those escaping undoubtedly owed their deliverance to the presence of mind and the efforts of Edward Young, a workman in the Standard lumber mill, in Austin, and whose home is in Costello. He heard the roar of the flood while it was still a half mile away, and his first thought as he saw the wall of water was of his wife and little ones at home, three miles from the mill. He measured the torrent's speed with his eye, then, coatless and hatless, jumped on his bicycle and sped for Costello.

Down the three mile valley he pedaled with the roar ever swelling behind him. He shouted a warning as he sped past isolated houses, whose occupants fled to the hill tops. Two minutes in the van of the flood he dashed into Costello, shrieking his message and Costello, almost to a man, fled.

Young gained his home, burst into the house, shouted to his wife and between them they carried their children to safety.

Dawson Wins Two Atlas Handicaps.

Arthur Dawson by winning both club events on Sunday, the 1st inst., secured the lead in the points score of the handicap series of the Atlas Bicycle Club, Brooklyn. He now leads by one point. The deciding race at three miles will be held the 15th inst.

The summary:

One mile handicap—Won by Arthur Dawson (40); second, George Steiner (120); third, Charles Hausenbauer (60); fourth, William Cullington (100); fifth, George Russell (110).

Five mile handicap—Won by Arthur Dawson (scratch); second, Paul Smith (50 seconds); third, William Kirchner (1 minute 15 seconds); fourth, H. Murphy (scratch); fifth, George Russell (50 seconds).

George Collister Claimed by Death.

George Collister, of the firm Collister & Sayle, Cleveland, O., and one of the best-known dealers in the East, died at his home in that city Tuesday last, 3rd inst. Bright's disease aggravated by a tsroke of apoplexy which he suffered about two months ago caused his death. Collister was one of the many bicycle pioneers who early gravitated into the automobile business. At all times he was an active man, who usually was present wherever there was "something doing," and because of the fact few retailers were more widely known in either the bicycle or automobile trades. When the L. A. W. was a power, Collister was one of its strong arms, taking an active part in the management and officiating as starter or referee at many of the numerous bicycle race meets of the middle West. For many years he was a delegate to the National Assembly and served on the racing board and on several other national committees. When he became interested in automobiles, unlike so many other bicycle pioneers, he did not discard the bicycle, which remained a conspicuous and important feature of his firm's business.

F. A. M. September Increase Nearly 600.

Five hundred and fifty-seven motorcyclists joined the F. A. M. in September, according to the report just issued for that month by Secretary Gibson. This increase is at the rate of nearly 6,700 a year. In the gain by States, Ohio leads with 71, and California comes next with 59. The other States, in the order of their standing, are as follows: New York, 57; Illinois, 55; Iowa, 38; Indiana, 31; Tennessee, 29; Connecticut, 27; Texas, 20; Wisconsin, 20; Colorado, 20; New Jersey, 19; Pennsylvania, 16; Florida, 13; Washington, 11; Kansas, 11; South Dakota, 9; Minnesota, 8; Rhode Island, 5; Massachusetts, 5; District of Columbia, 5; Canada, 5; Oregon, 4; Arkansas, 3; Missouri, 3; Michigan, 2; Utah, 2; Nebraska, 2; Virginia, 1; Maryland, 1; South Carolina, 1; Alabama, 1. Total, 557.

Renewals for the month totaled 120, distributed by districts as follows: Atlantic, 43; Lake, 34; New England, 17; Southwestern, 10; Central, 9; Gulf, 4; Pacific, 2; Peninsular, 1.

The district gain in members is shown in the accompanying table:

District.	Affiliated.	Unaffiliated.
New England	39	3
Atlantic	64	33
Peninsular	34	9
Gulf	23	1
Lake	131	37
Central	74	6
Southwestern	76	7
Pacific	12	3
Canadian	5	0
Total	458	99

Gliddenites to See Motorcycle Races.

As part of the celebration arranged for the Glidden automobile tourists during their stay in Atlanta, Ga., motorcycle races will be held on the Atlanta Speedway. It is proposed to hold the first races on the 21st inst., and it is stated that several stars will appear.

ACME WHEELMEN AT GUTTENBERG

Full Membership Turns Out for a Club Run—Eberhardt Wins Both Events on the Track.

Turning out practically the full membership, the Acme Wheelmen of New York City, held their regular club run on Sunday, the 1st inst, to Guttenberg, N. J. On the mile track located there were run two bicycle races, open to members, a two mile and eight mile flat race. The two mile event was prolific of much jockeying throughout. At three-eights of a mile to go Edw. Spillane and John De Bruyn tried to get away, when they secured a lead of 10 yards; they were not equal to the task, however, and Art Eberhardt, Hal Kaiser and Rich Jones sailed by, finishing in that order at the tape in 5:40.

Again in the eight miles was there considerable jockeying, and several attempts to get away were made by different combinations, in which J. Schmidt, R. Jones and E. Spillane figured, but their ambitions were nipped in each instance, principally through the watchfulness and gap-closing efforts of Eberhardt and Kaiser. At the quarter post, following a stalling move by Kaiser, R. Ford slipped through on the inside for a 20 yard gain, and again Eberhardt was on the job, pulling the bunch up and overhauling Ford five yards from the tape. Eberhardt won by a length over R. Jones, who led H. Kaiser over by the same distance. Time, 22:01.

Big Crowd Sees Lebanon (Pa.) Races.

Dashing riding by William Lineaweaver at the motorcycle races at the Fair grounds at Lebanon, Pa., on the 23d ult., netted him four of the six events, and scoring second in the novice race, this being the only break in what would have been, had he won, a clean sweep in all the races to which he was eligible on his first appearance in competition. As it was, he was easily the bright particular star of the meet. Over 2,000 people were present and liked the sport so well that another meet will be held this month. Two hundred dollars in prizes were distributed. The summary:

Five mile novice—Won by Smith; second, Lineaweaver; third, Moyer. Time, 7:03.

Ten mile, private owners—Won by Moyer; second, Walmer. Time, 14:38⅘.

Ten mile, trade riders—Won by Lineaweaver; second, Eisenhauer. Time, 15:37⅘.

Fifteen mile, trade riders—Won by Lineaweaver; second, Smith; third, Becker. Time, 21:15⅕.

One mile, time trials—Lineaweaver, time, 1:14; Williams, 1:30⅕.

Half hour open, trade riders—Won by Lineaweaver; second, Smith; third, Eisenhauer. Distance, 23.4 miles.

GOULLET LEADS ALL PROFESSIONALS

Australian is Far Ahead of Kramer in Total Points—Fogler and Clark Are Also Riding Strong.

Although the professional sprint championship for the season is now safely in the possession of Frank L. Kramer, there yet remain several race meets to be run at the Velodrome and a number of professional events therein through which the all-around points table may yet be considerably changed.

Alfred Goullet has a comfortable lead at present, but now that the championships are to end with tomorrow's meet Kramer can be expected to get busy in the handicaps, and with Fogler also riding strong, Goullet may yet find it necessary to keep busy to head the list at the close of the season. The table at present is as follows:

	1st	2nd	3rd	4th	Pts.
1—Goullet	20	10	5	11	151
2—Kramer	19	5	5	0	122
3—Fogler	8	17	9	7	116
4—Clark	12	8	8	4	104
5—F. Hill	9	6	8	7	86
6—J. Bedell	5	4	9	6	61
7—M. Bedell	4	5	9	5	58
8—Palmer	5	4	4	5	55
9—Root	3	7	5	3	49
10—Krebs	3	5	8	2	48
11—Mitten	3	3	7	6	44
12—Wells	4	2	4	5	39
13—Fenn	3	3	4	4	36
14—Lawrence	1	5	3	5	31
15—Macfarland	3	2	3	3	30
16—De Mara	1	3	3	8	28
17—Jokus	2	2	3	2	24
18—Schwab	1	2	4	4	23
19—Hehir	0	5	3	1	22
20—Drobach	2	1	0	2	15
21—Mackey	1	1	3	1	15
22—Anderson	2	0	0	1	11
23—Stein	0	2	1	1	9
24—Magin	0	2	1	2	10
25—Crebs	1	1	0	0	8
26—Carmen	1	0	2	0	8
27—Halstead	1	1	0	0	8
28—Billington	1	0	1	0	7
30—Morton	0	1	0	2	5
31—Rupprecht	0	1	1	0	5
32—B. Hill	1	0	0	0	5
33—Schiller	0	0	1	1	3
34—Reeber	0	1	0	0	3
35—Lawson	0	1	0	0	3
36—Kessler	0	0	0	1	1
37—Keefe	0	1	0	1	1
38—Pye	0	0	0	1	1
39—Eaton	0	0	0	1	1

Two Six Day Races for Australia.

Australia is to have two six-day races early in 1912, one in Sydney and the other in Melbourne. Both events are being promoted by the J. D. Williams Cinematograph Co. The races will be organized along the same lines as those held annually in Madison Square Garden, New York City, and will go the regulation six day's journey of 142 hours.

Handsome prizes are to be offered and will include a number of special prizes. From first to third the money per team approximates respectively $3,750, $1,000 and $250. To the Australian team breaking the Moran-Macfarland record of 2,737 miles 176 yards is offered $500. A prize guarantee fund of $8,000 will be posted.

R-S Devotees Try Triplet Team.

The regular run of the Reading-Standard B. C., of Baltimore, was held last Sunday to Bay Shore and Sparrow's Point. The club tried out its new triplet team and the trio went over the twelve mile course to be used by the Racycle B. C. in its coming race. The triplet was manned by Captain Louis J. Seigel, B. Berkowich and William Coddell. As soon as they get in the best condition they intend to issue a challenge to other triplet teams in Baltimore. Quite a number of the members of the Racycle B. C. and the Crescent B. C. went over the twelve mile course, some of whom will participate in the race.

"Teaming" To Be Feature at This Race.

On Sunday, the 1st inst., there was carded at the Newark Velodrome a five-team match race, two men to a team, and three other events for the professional; two races for the amateurs, a novice race and a match race for the "gas ponies" ridden by Charley Turville and "Daredevil" Hunter. The entire program resulted in a clean sweep for one Jupiter Pluvius. Owing to the apparent lack of appreciation by the fans, Manager Chapman declared "no contest," and announced that the same program would be run off next Sunday, the 8th inst.

New Officers for Grand Rapids Club.

At the regular meeting held the 22nd ult., the Western Michigan Cycle Club of Grand Rapids, Mich., held its annual election of officers, with the following results: Daniel Smith, president; Claire Newman, vice president; A. Lindberg, secretary; Roy O. Dennison, treasurer, and Robert Sproat, road captain.

Walthour Now Champion of Europe.

Bobby Walthour showed a clean pair of heels to his German competitors in the "championship of Europe" race of 100 kilometers (62 miles), at Breslau, Sunday, the 17th ult., when he won handily in 1:23:12; second, Gunther; third, Scheuermann; fourth, Linart.

Changes in F. A. M. Committee.

E. K. Buffington has resigned as chairman of the Transportation and Facilities' Committee of the F. A. M., and Winfield Graham, of Buffalo, has been appointed to fill the vacancy, while Arthur Davidson, of Milwaukee, joins the committee.

Rain Prevents Springfield (Ill.) Races.

The motorcycle races which were to take place at the Illinois State Fair at Springfield on Friday and Saturday, September 29th and 30th, had to be postponed on account of rain.

CHESAPEAKE CLUB SHOWS AMBITION

Only a Few Weeks Old, Plans to Hold Long Distance Run—Crescents Report Century Mileages.

Two of the officers of the newly organized Chesapeake M. C., of Baltimore, went on a 250 mile ride last Saturday and Sunday. They were E. F. Roof and George W. Coggins, and their destination was the home of Roof at Hancock, Md. They left on Saturday morning and were back home late Sunday evening. They had an enjoyable time and reported the roads in good condition. The other members of the club went down to Laurel last Sunday, covering a short distance of about 35 miles. The club is making quick progress and expects shortly to be able to take its initial long-distance run to York, Pa.

At a meeting of the Crescent B. C., of Baltimore a few days ago the captain made his report, containing the standing in the century mileage contest for the year. Charles H. Thomas still holds the coveted first position, with William A. Leimbach as the runner-up. Thomas' individual report for the month of August includes a double century, which is the first on record since August, 1908, and the third to be ridden since the organization of the Crescents. The total for Thomas, 35,334 miles and 86 centuries, is a record breaker and surpasses by far any previous report up to this time of the year.

Several changes are noted since Captain Huber made his last report, Doc Sanborn having nosed Mommer out of fourth place and Huber displacing A. J. Baker from seventh position.

The standing to date is as follows: Charles H. Thomas, first; William A. Leimbach, second; August T. L. Leimbach, third; Fred M. Sanborn, fourth; Fred E. Mommer, fifth; Langdon M. Sanborn, sixth; J. Fred Huber, seventh; Alfred J. Baker, eighth; George Pulstocker, ninth; C. Edward Berigtold, tenth; John W. Trost, eleventh; Thomas W. Baker, twelfth; Fred S. Plitt, thirteenth; Charles Baquoi, fourteenth; Frank Fertitta, fifteenth.

Singles to Race at Reading Meet.

The Reading (Pa.) Motorcycle Club is to hold a sanctioned race meet at the Reading Fair grounds' half mile track on October 14th. Only four horsepower machines will be allowed, but all the events are open.

French Cyclists Pay $1,618,200 Fees.

There are to-day over 2,697,000 cyclists in France, due no doubt to the incentive found everywhere in that country in the shape of practically perfect highways. Cyclists are required to pay an annual license fee of about 60 cents.

1912 Harley-Davidson

THE only Motorcycle with a Ful-Floteing seat and the smoothest working Free-wheel control ever devised. The latest and greatest inventions of William S. Harley the world's foremost Motorcycle designer and engineer

1912 MODELS AND PRICES

4 H. P. Single-Cylinder Battery Model with Ful-Floteing seat **$200**

4 H. P. Single-Cylinder Battery Model with Ful-Floteing seat and Free-wheel control . **$210**

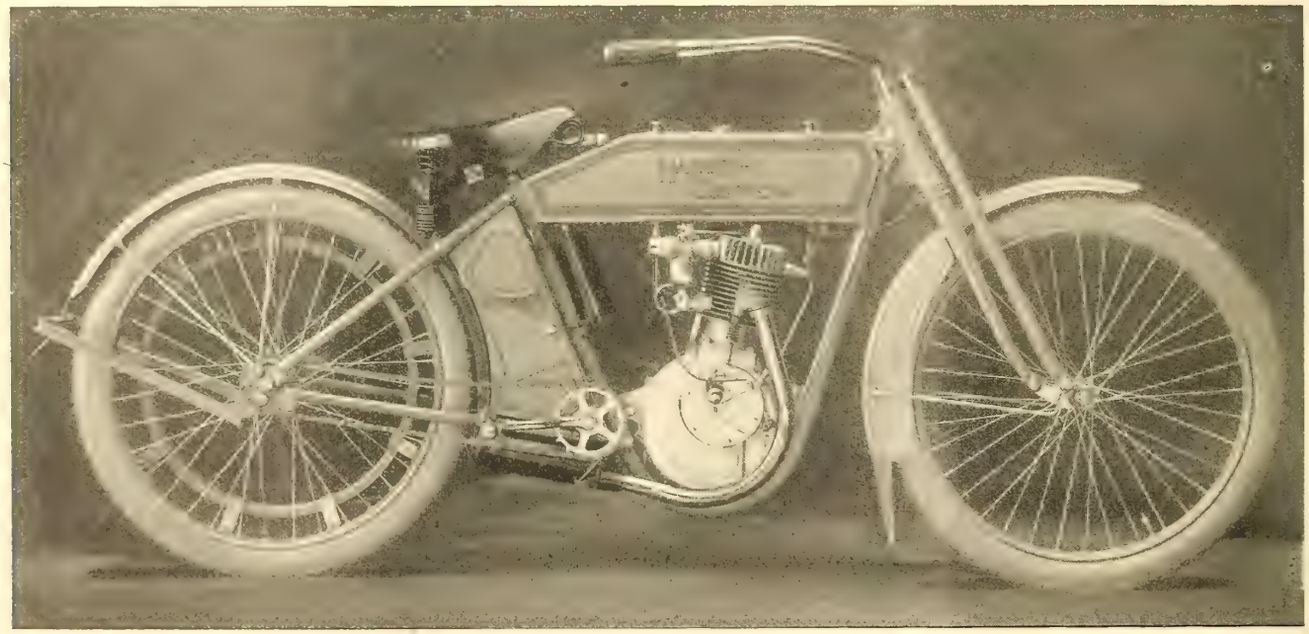
4 H. P. Single-Cylinder Magneto Model with Ful-Floteing seat **$225**

4 H. P. Single-Cylinder Magneto Model with Ful-Floteing seat and Free-wheel control . **$235**

6½ H. P. Twin-Cylinder Magneto Model with Ful-Floteing seat **$275**

6½ H. P. Twin-Cylinder Magneto Model with Ful-Floteing seat and Free-wheel control . **$285**

The Harley-Davidson and what it means to



Single-Cylinder Battery Model with Ful-Floteing Seat, $200

Remove the springs from an automobile and then drive it over rough roads. The sensation will be similiar to that of riding an ordinary motorcycle. In both cases you have only the resiliency of the tires and the springs in the seat to absorb the shock. That this would be insufficient you will readily grant. Designers and those intimately acquainted with motorcycles have known this for years. Devices, contrivances, and experiments galore have been foisted onto an anxious, waiting public. That they were immature, inefficient makeshifts at the best, is conclusively proven by their lack of sales. The need was there, however. A need most generally and urgently voiced.

The Harley-Davidson Motor Company realized this need, and through their Mr. William S. Harley and his experimental force, began a series of exhaustive experiments which, finally after four years of continued effort, have resulted in the perfection and adoption of what will be known as the Ful-Floteing seat. In the course of these experiments Mr. Harley built and thoroughly tested out, under all conditions, eight spring frames, one after another, only to discard them all. All of these showed a vast improvement from the point of comfort over the types and models now in use. But the constant working of the parts while in use on the road, soon wore them enough to make them rattle and clatter. Along with this nerve-racking noise came the disagreeable and dangerous side sway of the rear part of the frame, which is found on all spring-frame models. This, with the dangerous rebound when traveling over very bumpy roads, caused Mr. Harley finally to condemn the spring frame as undesirable and one that offered almost as many disadvantages as advantages.

This was very forcibly impressed upon Mr. Harley, who, on one of his trips of investigation, attended a prominent hill-climb. One of the riders came up the hill on a twin-cylinder, spring-frame machine, and upon striking a rough spot in the road was thrown clear over the handle-bars before he could again regain control of the machine. This was due to the action of the spring frame. Understand, this discarding of the spring frame did not come until month after month of continued experiment, and the building of model after model had proven beyond a question that perfection along this line was impossible. The underlying principle was diametrically wrong. Most of these models showed vast improvement over present type of spring frames, but the improvement was not radical enough to warrant the expenditure of the thousands of dollars which a change in model and the consequent change in the forms, dies and machines always necessitates. Now, understand, all this was some years ago.

It had taken considerable time and a good deal of money to find out that the spring frame would not do the business, and that it was at best only a temporary makeshift which must be constantly repaired and worked on to keep it in practical working order. Some of the faults did not develop for thousands of miles, but they existed, nevertheless, and that was sufficient to place them out of the question for a Harley-Davidson.

Ful-Floteing TRADE MARK seat, what it is, the rider and the dealer

The Harley-Davidson Motor Company never has and never will foist onto the public a comparatively untried or questionable innovation of any character. It is a matter of great pride with this Company that each and every innovation has proven eminently satisfactory and been continued on subsequent models.

After discarding the spring frame, Mr. Harley next took up the question of spankers or so-called shock absorbers, investigating and trying out all such attachments to be found on the market, only to find that its very design, which, of course, necessitated of its being attached to existing machines, made it a mechanical impossibility to give this device a wide enough range of action to take care of the work which would necessarily be placed upon it. Mr. Harley's experiments so far had merely served to collect and emphasize the faults of the present types of spring frames, spankers, shock absorbers, and other so-called comfort devices. This gave him as a basis of future experiments the obstacles which he must overcome. From this he knew that any device which he might construct, if it were to be truly successful, must do away entirely with the dangerous and disagreeable side sway, and moving parts that would wear, rattle or break. It must do away with the vicious rebound, ever tending to throw the rider. It must do away entirely with the objectionable high saddle position, made necessary by many of these would-be comfort devices. It must have a cushioning device of ample proportion to prevent "striking bottom" when going over exceptionally bad stretches or road, crossings, railroad tracks, etc. Above all, it must be practical, efficient and durable.

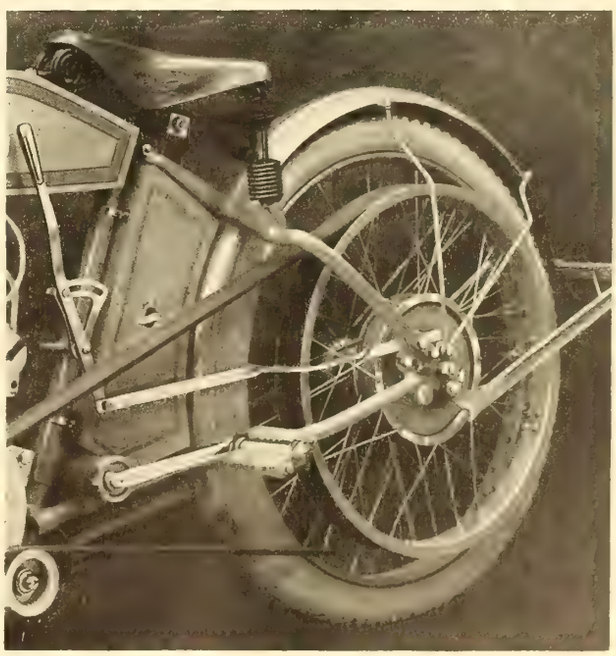
Then began another series of experiments and elimination of different ideas which finally resulted in the patenting of the principles, two years ago, that are today embodied in the Harley-Davidson Ful-Floteing Seat. Following these principles, model after model was built, each with some improvement, and tested out thoroughly. This resulted in the adoption of the present type. We could see no fault with this type, but the Harley-Davidson Company cannot afford to take any chances. Therefore, several of these Ful-Floteing Seat Models were made and given over to the testers of the factory with instructions to "beat it." Day after day, and week after week, with rider after rider, these machines were put through tests ten times as severe as any endurance run or road race ever held, through mud, sand, over stones, bumps, crossings and over every conceivable form of road these devices were tested.

About a block from the factory was a piece of vacant property which was being filled. Wagon load after wagon load of gravel and cinders had been dumped upon this property. The only path was that made by the empty wagons driving over the mounds on their way back to the road. This was a favorite wind-up for every tester. Every "Doubting Thomas" who has been permitted to ride these machines had been directed to this field. Today, the Harley-Davidson Ful-Floteing Seat is an acknowledged success, worthy of its name, for it furnishes to the Motorcycle Public, a motorcycle with the lowest seat position ever attained, being fully two inches lower than that of previous Harley-Davidson models—side sway is an impossibility—the rebound is more than provided for—striking bottom is unheard of, and twisting of the seat impossible. No longer is a rider a human hammer pounding out broken saddles, broken hubs or denting rear rims. Rim cuts, stone bruises, blow-outs and punctures become as rare on the rear wheel as they have been on the front since the general adoption of spring forks. In fact, the action of this seat is so drastically different from anything previously on the market as to make true description almost an impossibility.

The rider of one of these machines goes by you over a cedar block or cobble stone pavement, and you note that the back wheel, like the wheel on an automobile, rises and falls or vibrates with the unevenness of the road, but the rider travels on an even line. It sounds almost too good to be true. Candidly, we don't expect you to fully believe all the qualities which we claim for this greatest of additions to the joys of motorcycling. All we can say is wait. Reserve your judgment until you have ridden a 1912 Harley-Davidson. Then, believe what you know and you'll spread the good word. To the rider, this means 100 per cent. better roads everywhere. It means that to cross railroad tracks, and high street car crossings, are no longer like taking an unexpected step downward in the dark. It means that no road is too rough to "beat it." A mighty strong statement, but in due time the Harley-Davidson itself will prove it to you. It means that no longer is the limit of a day's or week's journey marked by the limit of the rider's physical endurance, but rather by his desires. In fact, it furnishes the one long-sought-for addition to Motorcycling, it doubles the joy and will double the popularity of the sport in general.

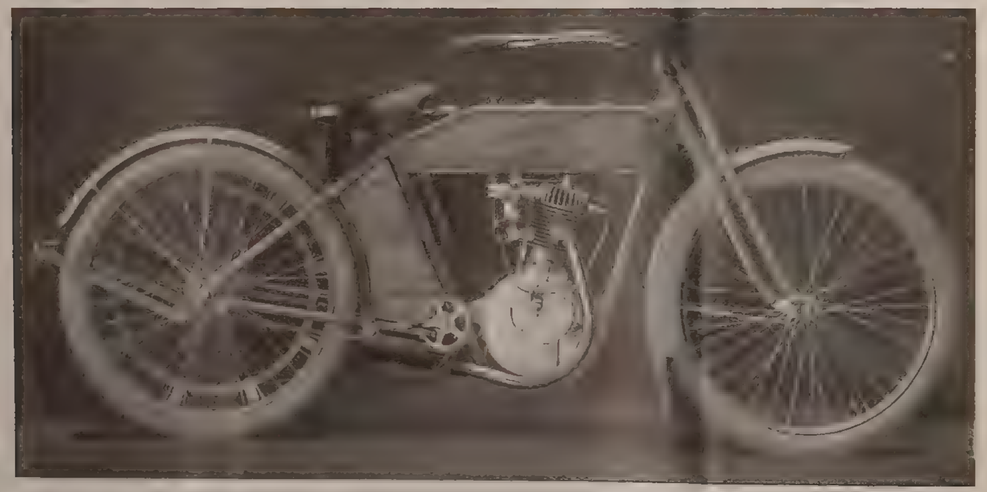
These statements may sound strong to you, Friend Reader, but bear this in mind, if we cannot substantiate each and every statement that we have made, if this device is not all and more than we have claimed for it, we are the losers, not you, for few, if any, motorcycle riders of today buy on hearsay, or because the manufacturer has said his article or output was the best.

To the dealer this Ful-Floteing Seat, which will be a part of every 1912 Harley-Davidson, combined with the reduced price (see page 1) means increased sales and easier sales, but above all, Harley-Davidson sales for Harley-Davidson dealers.



Free-wheel Control complete with Operating Lever

The Harley-Davidson Ful-Floteing seat, what it is, and what it means to the rider and the dealer



Single Cylinder Battery Model with Ful Floteing Seat, $200

Remove the springs from an automobile and then drive it over rough roads. The sensation will be similiar to that of riding an ordinary motorcycle. In both cases you have only the resiliency of the tires and the springs in the seat to absorb the shock. That this would be insufficient you will readily grant. Designers and those intimately acquainted with motorcycles have known this for years. Devices, contrivances, and experiments galore have been foisted onto an anxious, waiting public. That they were immature, inefficient makeshifts at the best, is conclusively proven by their lack of sales. The need was there, however. A need most generally and urgently voiced.

The Harley-Davidson Motor Company realized this need, and through their Mr William S. Harley and his experimental force, began a series of exhaustive experiments which, finally after four years of continued effort, have resulted in the perfection and adoption of what will be known as the Ful-Floteing seat. In the course of these experiments Mr. Harley built and thoroughly tested out, under all conditions, eight spring frames, one after another, only to discard them all. All of these showed a vast improvement from the point of comfort over the types and models now in use. But the constant working of the parts while in use on the road, soon wore them enough to make them rattle and clatter. Along with this nerve-racking noise came the disagreeable and dangerous side sway of the rear part of the frame, which is found on all sprig.g-frame models. This, with the dangerous rebound when traveling over very bumpy roads, caused Mr. Harley finally to condemn the spring frame as undesirable and one that offered almost as many disadvantages as advantages.

This was very forcibly impressed upon Mr. Harley, who, on one of his trips of investigation, attended a prominent hill-climb One of the riders came up the hill on a twin-cylinder, spring-frame machine, and upon striking a rough spot in the road was thrown clear over the handle-bars before he could again regain control of the machine. This was due to the action of the spring frame. Understand, this discarding of the spring frame did not come until month after month of continued experiment, and the building of model after model had proven beyond a question that perfection along this line was impossible. The underlying principle was diametrically wrong. Most of these models showed vast improvement over present type of spring frames, but the improvement was not radical enough to warrant the expenditure of the thousands of dollars which a change in model and the consequent change in the forms, dies and machines always necessitates. Now, understand, all this was some years ago.

It had taken considerable time and a good deal of money to find out that the spring frame would not do the business, and that it was at best only a temporary makeshift which must be constantly repaired and worked on to keep it in practical working order. Some of the faults did not develop for thousands of miles, but they existed, nevertheless, and that was sufficient to place them out of the question for a Harley-Davidson.

The Harley-Davidson Motor Company never has and never will foist onto the public a comparatively untried or questionable innovation of any character. It is a matter of great pride with this Company that each and every innovation has proven eminently satisfactory and been continued on subsequent models.

After discarding the spring frame, Mr. Harley next took up the question of spankers or so-called shock absorbers, investigating and trying out all such attachments to be found on the market, only to find that its very design, which, of course, necessitated of its being attached to existing machines, made it a mechanical impossibility to give this device a wide enough range of action to take care of the work which would necessarily be placed upon it. Mr. Harley's experiments so far had merely served to collect and emphasize the faults of the present types of spring frames, spankers, shock absorbers, and other so-called comfort devices. This gave him as a basis of future experiments the obstacles which he must overcome. From this he knew that any device which he might construct, if it were to be truly successful, must do away entirely with the dangerous and disagreeable side sway, and moving parts that would wear, rattle or break. It must do away with the vicious rebound, ever tending to throw the rider. It must do away entirely with the objectionable high saddle position, made necessary by many of these would-be comfort devices. It must have a cushioning device of ample proportion to prevent "striking bottom" when going over exceptionally bad stretches or road, crossings, railroad tracks, etc. Above all, it must be practical, efficient and durable.

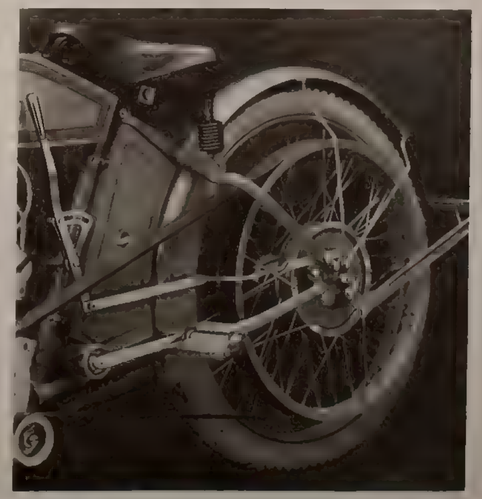
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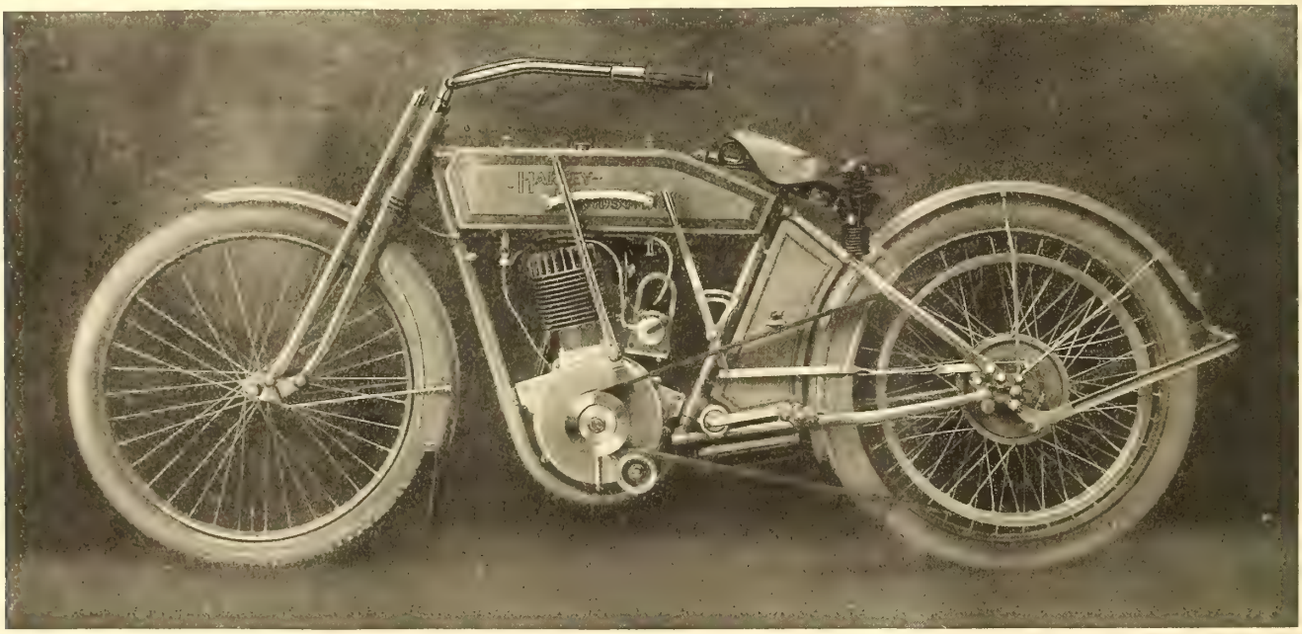
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Free-wheel Control complete with Operating Lever

The Harley-Davidson clutch practical for single



Single-Cylinder Magneto Model with Ful-Floteing Seat and Free-wheel Control, $235

For over a year the question of whether a free-engine clutch was desirable on twin-cylinder machines has been argued pro and con. Both sides of the question had its adherents, and both sides of the argument had merit. The prevalent type of clutches were, however, generally conceded, even by the clutch producers themselves, to be impractical on single-cylinder models. Realizing this fact, motorcycle manufacturers and dealers demonstrated clutch attachments on twin-cylinder models, as you will recall. The few unfortunates who purchased single-cylinder models with the "speed her way up and let 'em in easy" clutches, realize today that these clutches were ill adapted to single-cylinder machines.

Away back in 1906, before there were any motorcycle clutches on the market, we built and installed on some thirty odd experimental machines a type of free-engine clutch, very similar to the prevalent models of today. Although these experimental clutches had many advantages over prevalent types of today, they also had some of the faults and did not measure up to the required Harley-Davidson standard. Experiments were continued, and multiple disc clutches running in oil, grease and graphite, dry cone and disc clutches with metal to metal, metal to fibre and other composition faces were built, tried out, and abandoned. All of them required racing of engine to prevent stalling when running free, and extreme racing of engine when getting under way again. They would not run smooth, had to be very slowly and carefully applied, and most of them would grab and stall the engine nearly half the time on single-cylinder models. Consequently, they were abandoned and experiments continued.

About two years ago, when Mr. Harley became convinced that the principles underlying that type of clutch were radically wrong, he began experimenting with a free-wheel control which led up to the building of experimental models similar to our present adopted type. The action of, and showing made by these models, made it at once apparent that he was on the right track, and experimental machine after experimental machine was built and turned over to the Testing Department, with instructions to abuse these free-wheel devices, burn them up, and wear them out, if possible. It took thousands of miles and month after month, of the most grilling use and abuse to convince Mr. Harley that his latest model was no longer an experiment, but the most successful type of free engine ever made.

We say type of free engine, for the Harley-Davidson Free-Wheel Control, properly speaking, is not an engine clutch, but a rear-wheel control, located in and controlling the speed of the rear wheel. The advantages of this type of clutch are many. First of all, it permits the using of contact surfaces large enough to take proper care of the stress placed upon them. This is impossible with a clutch placed upon the engine or countershaft. In fact, the contact surfaces on the Harley-Davidson Free-Wheel Control are from five to seven times as large as those on other prevailing types of clutches.

Free-wheel TRADE MARK Control the only cylinder machines and why

It is a well-known fact among scientific men and mechanical engineers that a belt of a given size will transmit more power when traveling at a high speed than it will when moving slowly. With a Harley-Davidson Free-Wheel Control, we have this high belt speed which is not present when the clutch is located on the engine. Again, because of this high belt speed and the fly wheel-like action of the rear pulley which is mounted independently of the rear wheel, and on a separate set of spokes, it takes materially less power to get the rear wheel proper into motion through the clutch when mounted in the rear wheel than if mounted on the engine. In the latter case the engine has to overcome the inertia of the belt and the rear pulley and get these into motion in addition to the rear wheel itself. In other words, on a Free-Wheel Control, even on a single-cylinder model, the injurious racing of the motor necessary when throwing in the clutch with all other devices, is done away with.

On the present prevailing type of free engine it is a well-known fact that if one were to run the engine on the stand with the clutch in it would be possible to operate the engine at a much lower speed than if the clutch were disengaged, the rear wheel acting, as it were, as an additional fly wheel. This is not true with the Harley-Davidson Free-Wheel Control, as when the clutch is thrown out, the momentum of the revolving rear pulley, combined with the high belt speed, serves to maintain the motion of the engine from explosion to explosion, and permits of much slower running of the engine. You can readily see that this does away entirely with the overheating and consequent injury to the engine when standing or running through crowded districts with the clutch disengaged most of the time. Furthermore, this Free-Wheel Control is so designed as to be semi-automatic and can be almost instantly engaged. It does not require the nursing and easing in, common to the ordinary type of clutch.

With the Free-Wheel Control, the drums or working parts in the rear wheel are out of the way in case of an accident or spill, which is not the case with other free-engine devices.

Although it costs us nearly three times as much to build this clutch as it would to build the ordinary type of multiple disc, or dry cone or disc clutch, we are furnishing it, if desired, on all models, at an additional cost of $10.00. We have made this price so low and out of all comparison to its true value merely to insure the installation of this clutch on all Harley-Davidsons where clutches are desired.

Heretofore we have discouraged the equipment of Harley-Davidsons with any of the various type of clutches available, as we believed they were injurious to the machine and materially lessened their length of life.

Some more 1912 Refinement

The frame head is heavier than heretofore and now doubly reinforced.

A slight change in the stand has been made.

The axle ends of the rear stays have been reinforced inside by drop forgings. This does away entirely with any possibility of the bending of these stays in case of extreme use of the coaster brake. A new arrangement is used for fastening the coaster brake arm.

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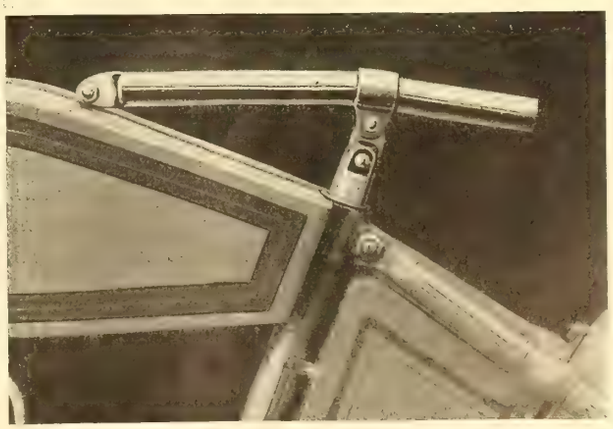
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We are again equipping all our Magneto models with Bosch Magnetos. This is the highest priced Magneto on the market, costing over 50 per cent. more than many of the other available types. The use of a cheaper magneto on our magneto models this year would have resulted in a saving of nearly one hundred thousand dollars for this factory. Do you think for one minute that we would spend this amount of money if we did not deem it necessary? A good magneto is an addition to any machine, but a poor one is a handicap.

The above mentioned saving possible in Magnetos illustrates very plainly one of the many ways the cost and consequent selling price of motorcycles could be materially reduced. But when a manufacturer begins to cheapen material and equipment in order to lower selling price, he actually cheapens the true value of the machine five dollars for every dollar so saved. It might be well right here to say that the actual cost and quality of materials used in the 1912 Harley-Davidson has been increased, not decreased. The manufacturing cost, however, due to an increased output, larger purchases in materials, and improved types of machinery, has been very materially decreased.

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Ful-Floteing Seat Post with Saddle removed. Top of Plunger exposed

The Harley-Davidson clutch practical for single-



Single-Cylinder Magneto Model with Ful-Floteing Seat and Free-wheel Control, $245

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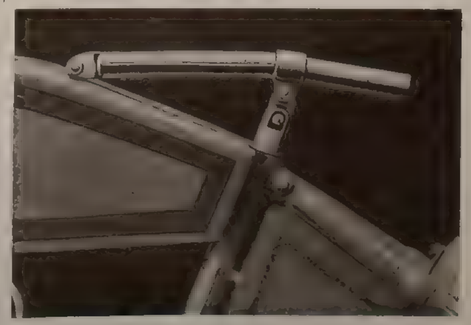
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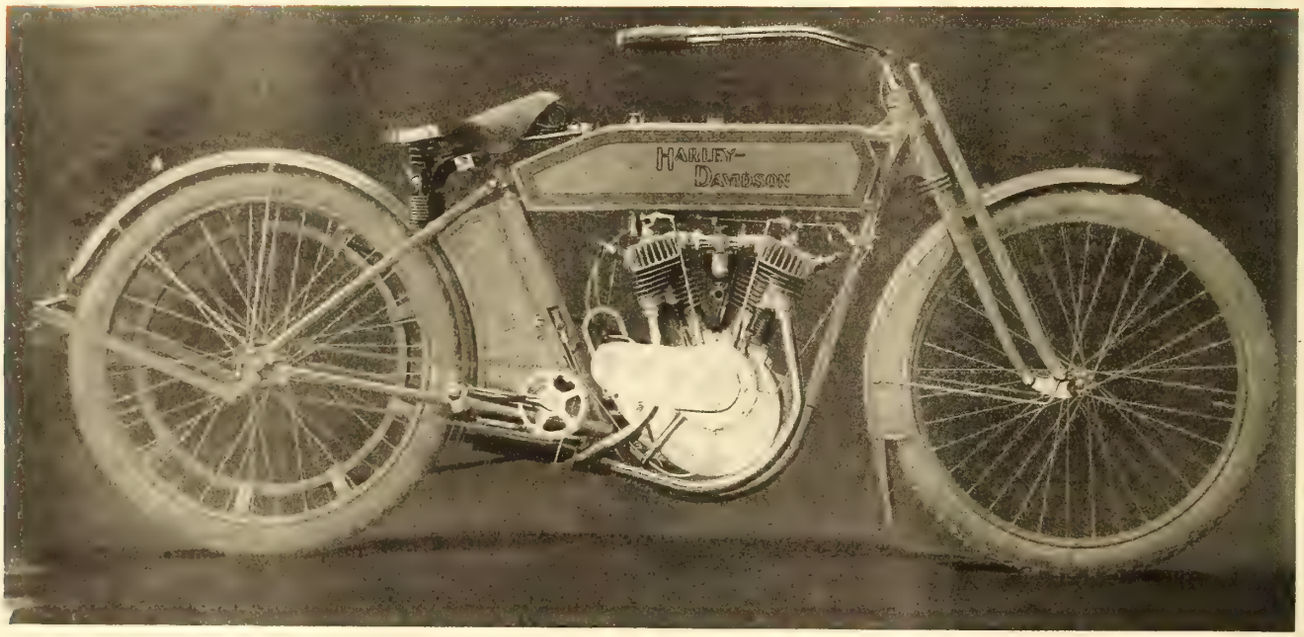
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Ful-Floteing Seat Post with Saddle removed Top of Plunger exposed

New Twin-Cylinder Model

Embodying several important changes



Twin-Cylinder Magneto Model with Ful-Floteing Seat, $275

A number of changes have been made in the new Twin-Cylinder Model. The inlet valve operating mechanism has been simplified and a change in the cam and rocker arms has done away with the clicking noise which was noticeable at high speed.

These changes have also made the machine faster and have given it more power at all speeds.

The inlet valve push rods are now made adjustable and fitted with spiral springs, which do away with any chance for noise in the overhead rocker arms.

The 1912 Harley-Davidson Twin is **dead quiet**—the liveliest and most flexible machine we ever built.

A new type of piston and balanced connecting rods mark the changes in the reciprocating parts, while an improvement has been worked out in the lower connecting rod bearing, which, in a twin-cylinder machine, is probably called upon to do more work than any other one part of the motor.

A wider belt—2 inch takes the place of the 1¾ inch belt used heretofore.

Summed all up, the 1912 Harley-Davidson Twin, incorporating, as it does, the important changes and improvements noted above, cannot help but appeal to the experienced rider who demands excessive power and speed. It is a machine complete in every sense of the word, and leaves nothing to be desired by the man who has set his mind on this particular type. The twin, like all other models, is, of course, equipped with the Ful-Floteing seat.

HARLEY-DAVIDSON MOTOR CO.

107 C STREET MILWAUKEE, WISCONSIN

New York to Newburgh-Ramapo Valley and Return--


Indian Brook Fountain ②


Croton River Bridge ①


After leaving Vails Gate ③


Near Highland Mills ④


In the Ramapo Valley ⑤

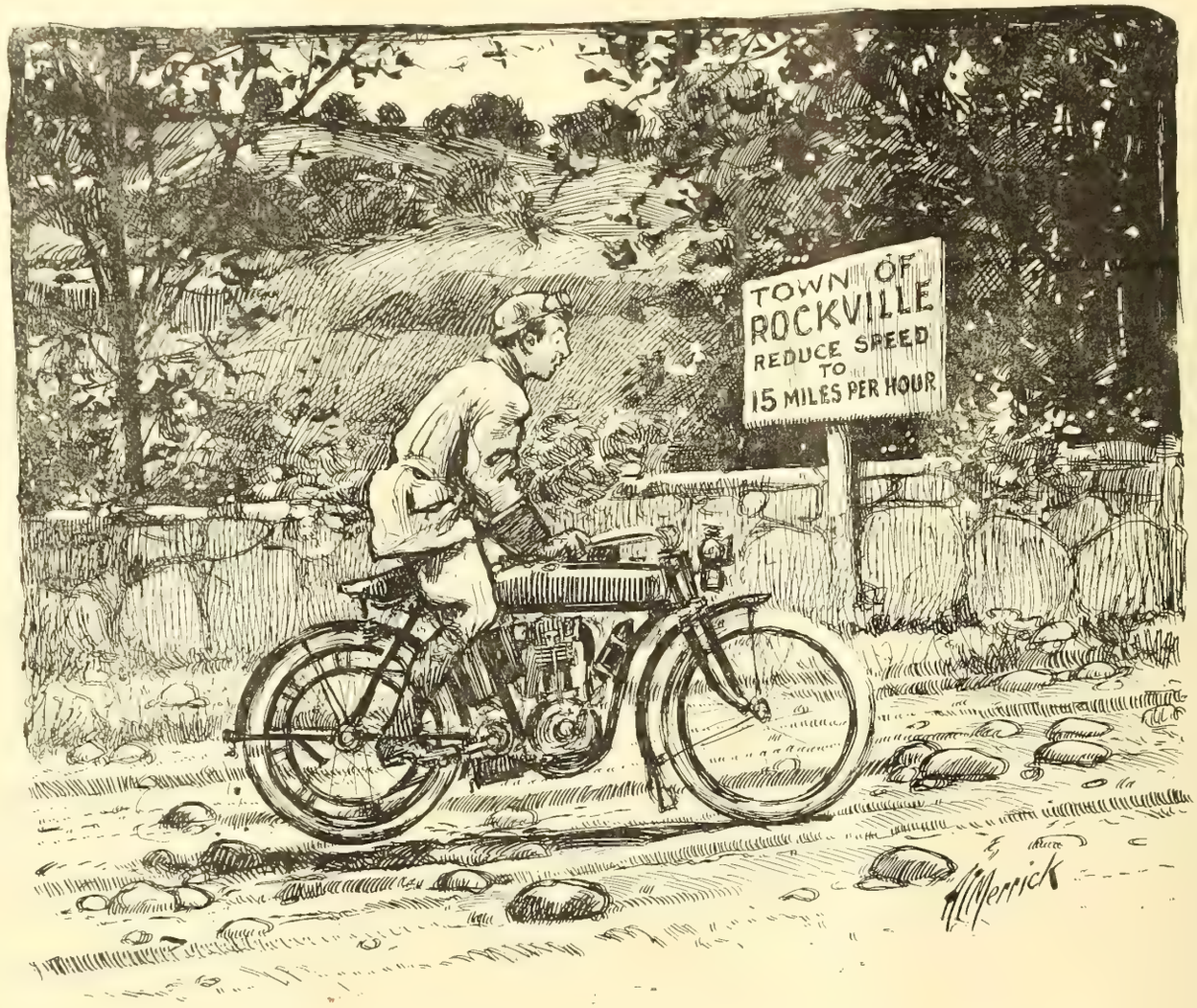

"S" turn - approaching Ramapo ⑥


At Spring Valley ⑦

FOR an all day tour the route up the east side of the Hudson and back through the Ramapo Valley is interesting. The short section beyond Peekskill is in poor condition, but can be navigated with liberal use of the free engine. With this exception the roads are good. The State road below Newburgh and through the Ramapo Valley is particularly fine.

From Columbus Circle follow the usual route through Yonkers to Tarrytown (27 miles), straight through to Ossining (33 miles). At monument turn left down steep hill. Cross Croton Bridge. Follow trolley into Peekskill (44 miles). Straight ahead across Main street, along North Division street, then keep to the left down long grade, across bridge to foot of Nelson Hill. At top of hill the poor road begins. At cross road, which leads to Garrison, turn right, follow to Cold Spring (55 miles), turn to left down business street to Fair street, then right along river past Storm King to Fishkill Landing (60 miles). Ferry to Newburgh; then up steep hill one block to trolley line, then with trolley on Grand street to Mill street, where turn to left for Vails Gate (5 miles). Fork in road, KEEP LEFT. From this point the road is easily followed through Highland Mills, Arden, Tuxedo to Suffern (34 miles).

Follow main road through Suffern, several blocks to triangle (Church and stone wall); keep to left straight through Spring Valley (42 miles) to Nyack (57 miles). Ferry to Tarrytown. Up grade to Broadway; turn to right for New York (27 miles). Total distance of run, 144 miles.



"'Fifteen miles an hour'! This is where I'm mighty glad to keep well inside the village law!"

Cycle Controversy Causes Comment.

The recent uproar over teaming and the consequent referee's decisions at the Newark Velodrome where bicycle racing holds forth twice weekly, before thousands of fans, just as partisan and as rampant as any who ever followed the cycling or any other game, has been provocative of much comment and inquiries in the local press. Instances of which and the answers thereto by the sporting editor of the Newark News are given in the following:

Well, what do you say! So we have more kicking at the Velodrome! I'm shaking hands with myself all week and showering all kinds of compliments upon myself for resisting the great allurements of the "hummers" that were run off at the new historic track. These "all on edge men" are great. I mean the star riders. I'll tell you what, the New York six-day races was all I needed to enlighten me. You can't blame these men. Riding is their livelihood, and why not make it pay, even if the crowd must be buncoed.

What about the crowds? They are easy and good-natured. They'll come back for more, so what's the difference. And as for the promoters, I'd be in favor of erecting a monument to their memories. Hasten the time when the opportunity shall present itself. But there, I'm getting sanctimonious. I'm getting nervous.

The human race is dishonest (me, too). A cycle race isn't always honest. The only race I ever saw with a claim to honesty was a mill race, and even that's not on the level—but it does its best to find it. So, in the face of all these considerations, let us not blame the deadheads at the Velodrome if they do dig their graves. Board of referees! What's that? Wasn't Bardgett murdering the game swift enough? Some sprint, eh? I'll write you more collectively some other time. So good-bye now.

Yours, SLOPS.

[Well, if that's the way you feel, it is better to get the load off your stomach.]

Will you kindly give me some particulars as to the careers of Alfred Goullet and Joe Fogler, and their habits. I have been told that Goullet was a former Newarker, whereas I had supposed him to be a native Austr as I had supposed him to be a native Australian. How long has Jackie Clark been riding under contract with the N. C. A. and are his habits such as would tend to make his racing life a lengthy one, rather than a short and merry one? Also, is it true that Champion Frank Kramer is a confirmed woman hater? Any information you can give me in regard to the above will be appreciated. Please don't publish my name in your reply. Yours truly, G. R. S.

[You are too inquisitive. If you really desire all the information you seek, write to the persons in whom you seem to be so much interested. Can't blame you for desiring your name withheld. Fogler is a terrible bad boy. I understand that he drinks coffee for breakfast, and worst of all, he is a friend of a fighter by name of Jim Stewart. Information about the private lives of the other riders you seek can be obtained at any library.]



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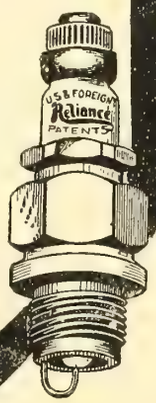
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Speaking of Motorcycles

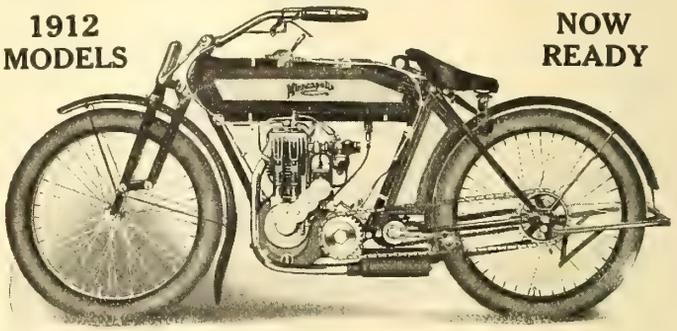
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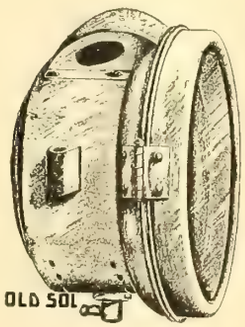
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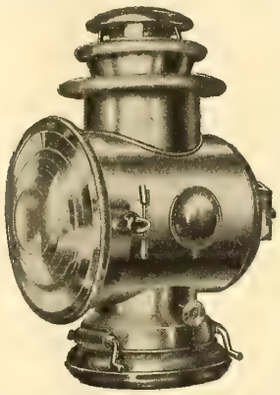
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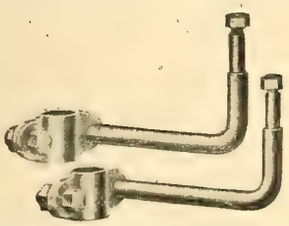
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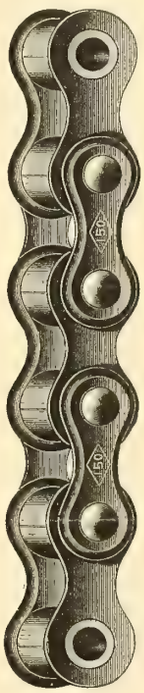
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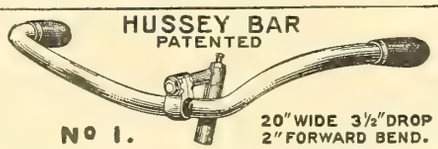
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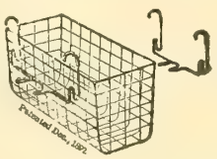
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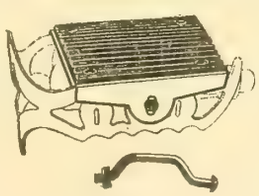
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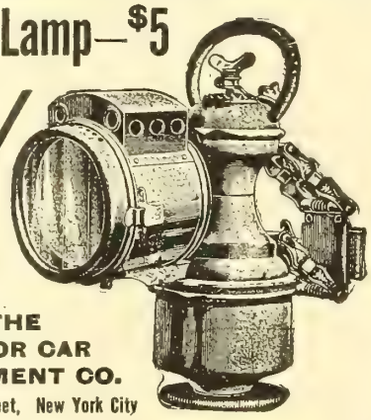
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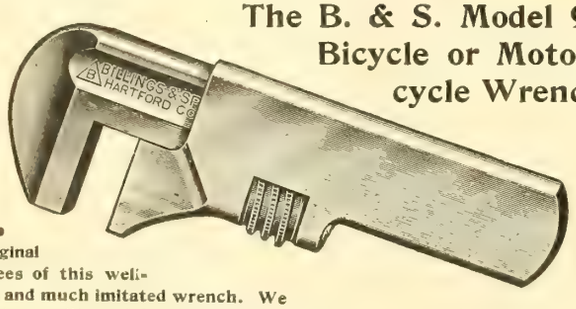
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My new demonstrator arrived today and am receiving congratulations from dealers of other makes of machines on your neat, powerful and well-built machine. After trying it out with extra passengers was more than surprised at the quiet running of motor and above all, its easy control and the way it operates through sand and mud. How soon can you ship a carload.

Ellis Williams.

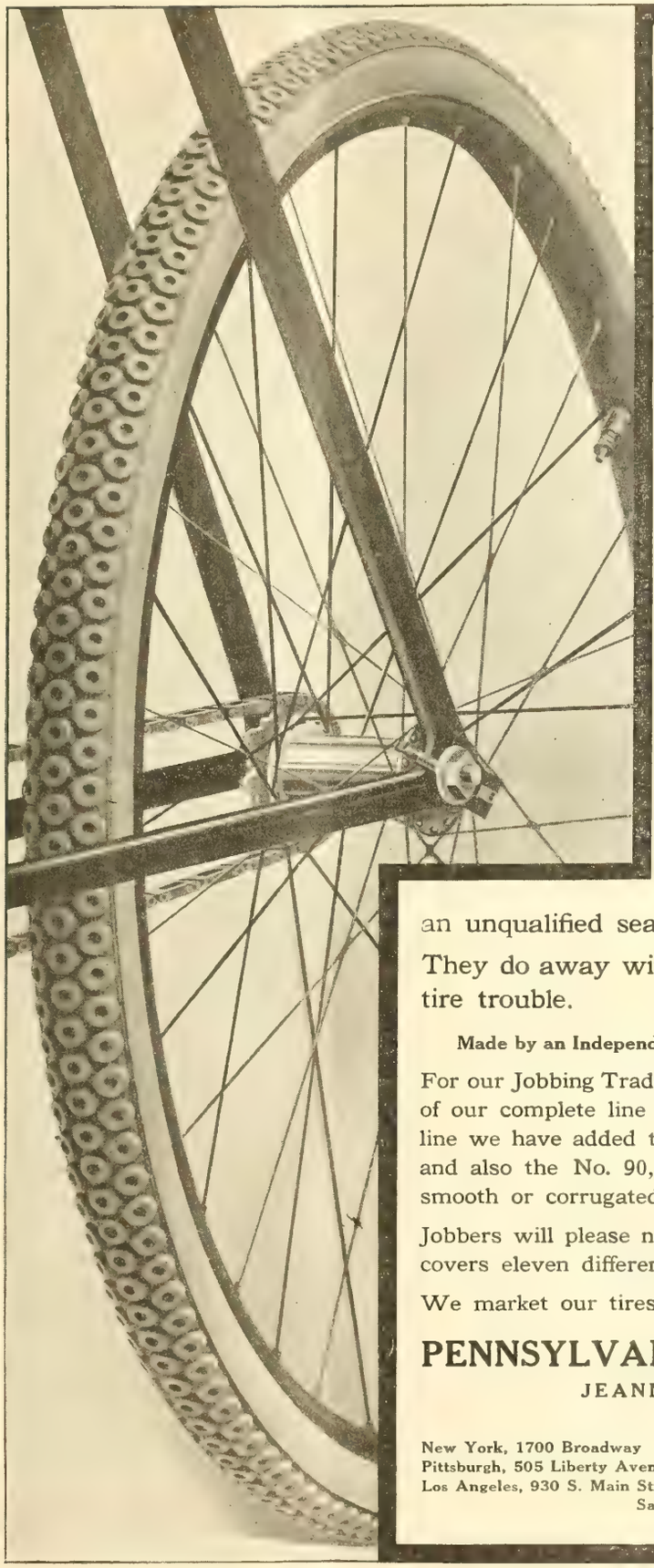
FLANDERS "4"

MOTOR-CYCLE $175 WITH MAGNETO

An Eye Opener **A Money Getter**

Business comes easy with this proposition. You note we don't knock. We don't have to.

Flanders Manufacturing Company
PONTIAC, MICHIGAN



These tires carry an *Unqualified Season's Guarantee* and absolutely prevent side-slipping.

Pennsylvania VACUUM CUP Bicycle Tires

They exert a *vacuum hold* on wet and slippery pavements. Skidding in any direction is impossible. The triple row of cup-shaped knobs is molded on a tread of regular thickness, which means extra long service. Puncturing is extremely rare.

These tires are so well made and of such fine material that we give an unqualified season's guarantee with each.

They do away with the greatest of bicycle worries—tire trouble.

Made by an Independent Company. Sold by Independent Dealers.

For our Jobbing Trade, season 1912, we have samples and prices of our complete line of Bicycle Tires. To this popular-priced line we have added the new Vacuum Cup Tires quoted above and also the No. 90, a special high-grade tire made in either smooth or corrugated tread.

Jobbers will please note that our line of Bicycle Tires for 1912 covers eleven different grades.

We market our tires exclusively through the jobbing trade.

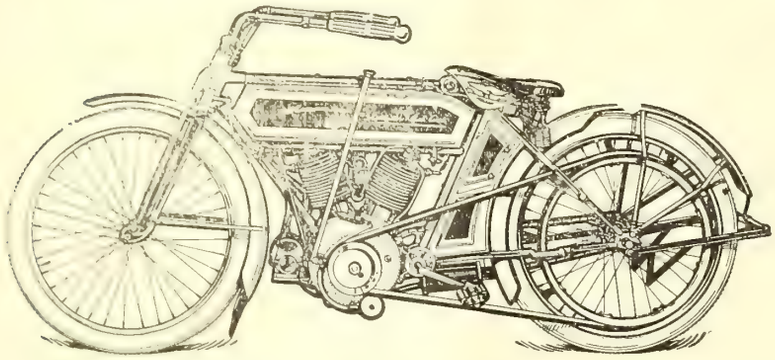
PENNSYLVANIA RUBBER COMPANY

JEANNETTE, PENNSYLVANIA

BRANCHES:

New York, 1700 Broadway
Pittsburgh, 505 Liberty Avenue
Los Angeles, 930 S. Main Street
Minneapolis, 917 First Avenue, S.
Detroit, 247 Jefferson Avenue
Chicago, 1004 Michigan Avenue
San Francisco, 512 Mission Street

A CHAMPION RIDES A CHAMPION



1912 Excelsior, De Rosier Riding, Cuts Champion's Own Record

De Rosier, the world's champion motorcyclist, road a 1912 Excelsior at the Riverview Park Motordrome, Chicago, on Sept. 17, and slashed two seconds off his own world's record. A gradual process of elimination convinced the world's most famous motorcyclist that the 1912 Excelsior was the ONLY machine worth considering.

Here's what the Excelsior has done this season:

On August 19 it cut 3 mile record to.....2:02⅖
On August 19 it cut 5 mile record to.....3:28⅖
On August 26 it cut 1 mile record to.....0:40⅕
On August 26 it cut 2 mile record to.....1:24
On September 2 it cut 2 mile record to.....1:22⅖
On September 17 it cut ⅝ mile record to.....0:23⅕
Above records made in competition

The 1912 Excelsior is the best general service machine on the market. De Rosier's record proves that its amazing speed possibilities make it the logical machine for you to buy.

Twin Cylinder, Magneto, Formerly $310, now..... $250
Single Cylinder, Magneto, Formerly $250, now.....$225
Single Cylinder, Battery, Formerly $225, now.....$200

Write today for Excelsior literature

EXCELSIOR SUPPLY COMPANY, 2256 Union Avenue, Chicago, Ill.

EDWARDS-CRIST CO., Chicago Agents, 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.

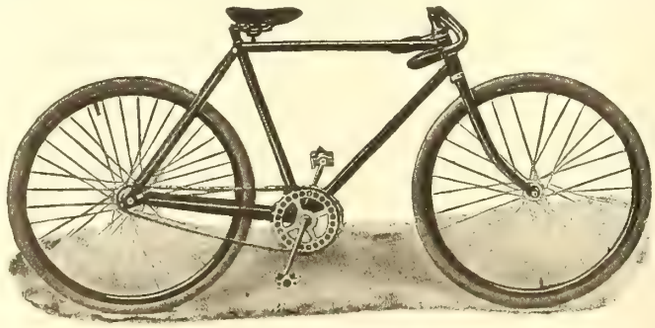
W. H. WHITSELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Cal.

MEAD AUTO-CYCLE CO., Western Distributor, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.



CYRUS JUVENILE

Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we using Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

Watch for Announcement November 1st, of the

WAGNER

FOR

1912

Will Appear

MOTORCYCLING, November 2
MOTORCYCLE ILLUSTRATED, November 2
MOTORCYCLE REVIEW, November 4

We Want Your Name for Our Mailing List

LIVE DEALERS CAN HAVE OUR PROPOSITION NOW

ARE YOU A LIVE ONE?

WAGNER MOTORCYCLE CO.

St. Paul

The Greatest Mileage



can only be obtained by the use of materials which will resist the most wear. Through our untiring efforts to produce nothing but the best and our years of experience in chain making

"WHITNEY" MOTORCYCLE CHAINS



have gained a remarkable reputation for their strength, accuracy, and wearing qualities.

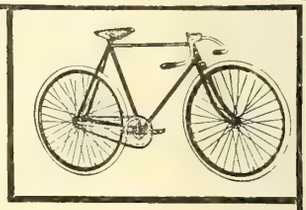
If you've never tried a "Whitney" chain get one when your chain is worn out. Compare results. We know you'll be pleased.

"Whitney" Chains Are Built for Strains

THE WHITNEY MFG. COMPANY, Hartford, Conn.



How to Satisfy Your Customers and Make Money

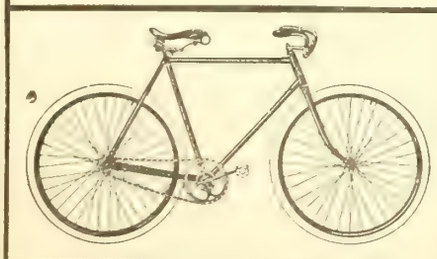


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

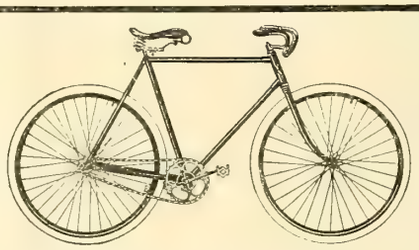


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



LET THESE BICYCLES BOOM YOUR BUSINESS

Columbia
and Hartford
Cleveland
and Westfield
Tribune
and Stormer
Rambler
and Ideal
Crescent
Imperial
Monarch
Sterling
Fay Juveniles
Daily Service
Messenger
Special
Seminole

Pope Bicycles

FOR THE SEASON OF 1912

FOR the past two years, the Pope bicycle business has shown remarkable gains. The enormous volume of sales for 1911 greatly exceeding that of 1910, was most gratifying to us and to our dealers who profited by it. It has been a record year for both of us.

Prospects for Pope Dealers Fine

¶With the opening of the 1912 selling season, the industry continues in the most flourishing condition and the increasing demand for high grade machines is making itself felt in no uncertain way. Don't let it catch you napping. Be ready to meet it fairly and squarely with high grade machines of POPE quality—machines that cannot be equalled elsewhere.

Our 1912 Models the Best Yet

¶We feel confident that the changes in our product for 1912 will render our machines absolutely perfect. Among other things a decided improvement has been made in the tire equipment and better saddles are being furnished all along the line. The 1912 improvements are fully set forth in the handsome catalogues which will be ready for distribution soon.

Place Your 1912 Orders Early

¶Orders for 1912 are now being booked for early delivery by our traveling salesmen, but don't delay your order by waiting for our man to call, mail it to us today.



The Pope Manufacturing Co.
HARTFORD, CONNECTICUT

Fisk

Made to Outwear Others

Like our Automobile tires, these are a one quality product.

They are not offered on a low price basis. BUT—they will average more mileage per dollar than other tires can give.

Motorcycle

The Gripfast Tread is a positive anti-skid. You can ride it on any road with safety and comfort.

Ask Fisk Tire Users before you buy again.

THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

Direct Factory Branches in Thirty Cities

Tires

The BROOKS B104 Motor Cycle Saddle.



It's true

that the question of equipment is of vital importance in the selling proposition—

It's true, that to make such proposition successful, every item of that equipment must be such as will enhance the selling-qualities of the Motor Bicycle itself, and—

It's wise, in the matter of the Saddle, to let that be a

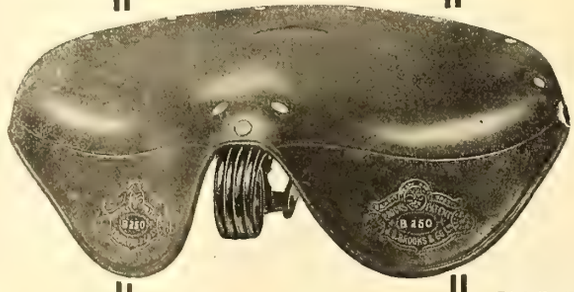
BROOKS

the only saddle that can embody the original and only genuine compound-springs.

None other can make the sale as easy, and none can ensure to the purchaser a like satisfaction—a satisfaction which, to him, is always pleasing, and to you—is always profitable.

Think it over!

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.



The BROOKS B250 Motor Cycle Seat.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren St. New York

The 1912 EMBLEM Is a Dandy

IF YOU ARE OPEN TO AN AGENCY PROPOSITION, BETTER WRITE TODAY. WE ARE MAKING DELIVERIES NOW.

A Clean Sweep for the EMBLEM

At the Springfield (O.) race meet on Labor Day the Speedy Emblem made a clean sweep, winning every event entered. Let the summaries tell the story:

FIRST IN EVERY EVENT

Three miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Five miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first.
Six miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Eight miles trade riders, 50 cu. in.—George Evans, Emblem, first.
Three miles trade riders, second event, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Fifteen miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first; George Evans, Emblem, second.

Emblem Manufacturing Co.

Member Motorcycle Manufacturers' Association

Angola Erie County New York

Have you noticed that when a better than the ordinary motorcycle is wanted, it is invariably the *Thor*

THAT'S why 80 per cent. of all *Thor*s are used for commercial purposes. The consistent endurance contest winnings of the *Thor* have proven them absolutely reliable for everyday hard service.

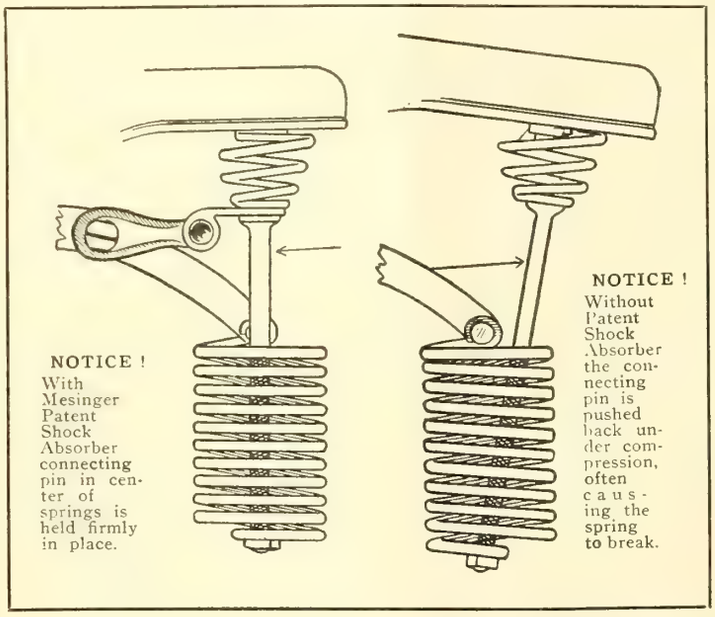
The *Thor* Agency is a mighty good thing for the reason that your sales are not limited to only one machine to a customer. Every corporation and merchant in your territory can use several of them. The great many inquiries already received for *Thor* Motorcycles to be used for commercial purposes assures us that 1912 will be the banner year for the *Thor* Agency in your territory.

WRITE TODAY FOR OUR SPECIAL PROPOSITION

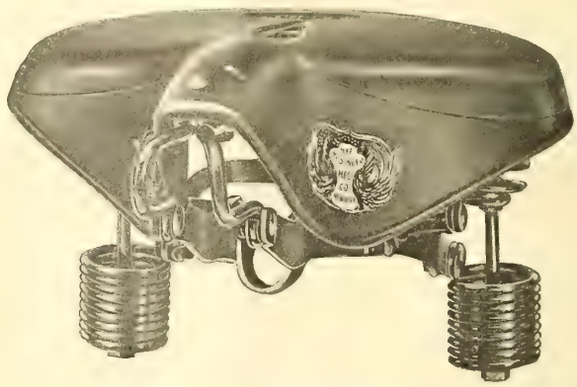
Aurora Automatic Machinery Company Thor Building CHICAGO, ILL.

MESINGER SUPERIORITY

Strongly Recommended by All High Grade Motorcycle Manufacturers



The leading touring machines as well as the racing record breakers are fitted with Mesingers.



Standard No. 4 with Open Front Spring for Low Position

THE PATENT SHOCK ABSORBERS
constitute one of the many points of superiority which make Mesinger Saddles distinctive for comfort as well as endurance.

Specify Mesinger and Get a Perfect Saddle

"ASK THE RIDER AND WATCH HIM RIDING"

H. & F. MESINGER MFG. CO., 1801-1807 First Ave., New York

The New R-S

The Quality Proposition of the Motorcycle Business

THREE MODELS FOR 1912, EACH ONE THE LEADER OF ITS CLASS

R-S Tourist The Model De Luxe of Single Motorcycles. Four h. p., Bosch Magneto, flat belt drive, combination foot or hand operated belt control, two distinct brakes, two oiling systems, shock absorbing seat post, adjustable foot rests, luggage carrier and steel tool box. Price, $250.

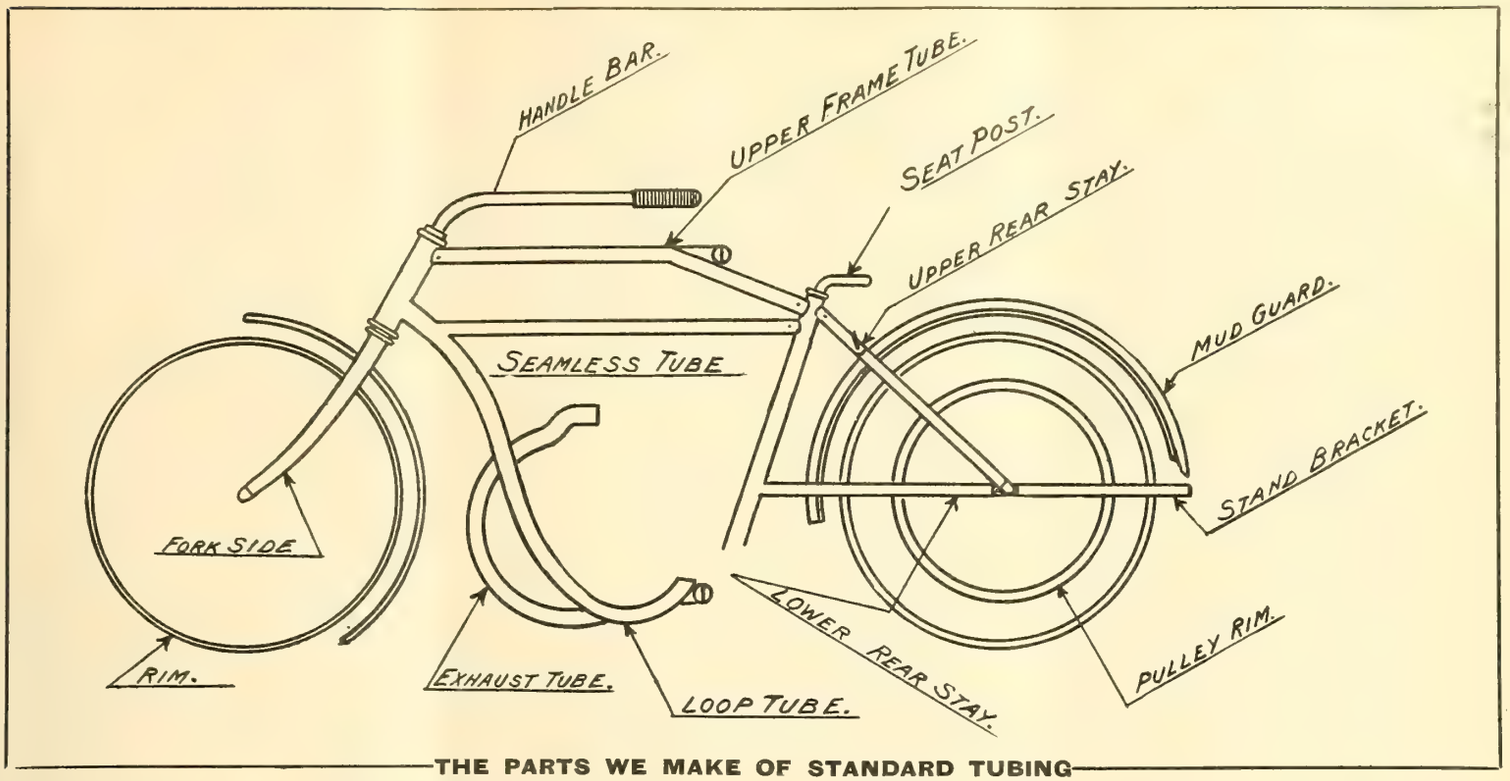
R-S Service Model Four h. p., Bosch Magneto, flat belt drive, and very desirable features of any other single of regular type with the additional features of shock absorbing seat post and ball bearing motor. Price, $225.

R-S Seven Twin All the valuable and exclusive features of the single TOURIST with 61 inch 7 h. p. motor and chain drive. Price, $290. With free engine clutch, price, $300.

OUR 1912 CATALOGUE NOW READY. WRITE FOR IT.

There is a big demand for 1912 agencies, but still some open territory. If you want to sell the Finest Motorcycle in the World, get busy today.

READING STANDARD COMPANY, Reading, Pa.



THE PARTS WE MAKE OF STANDARD TUBING

"STANDARD" SEAMLESS STEEL TUBING

¶You will undoubtedly be surprised to know that 75% of the motorcycles and bicycles that pass you have frames and parts made of

Standard Seamless Steel Tubing

¶No other branch of industry requires a similar product of so great strength, accuracy, density and possibilities of finish as do manufacturers of these two wheeled vehicles.

¶Their reasons for employing Standard Seamless Steel Tubing are therefore obvious, inasmuch as they are at all times on the lookout for new materials and methods to improve their product.

¶To better acquaint you with their reasons we shall show from time to time various machines, telling you their salient features, of which in all cases Standard Tubing is the most prominent.

THE STANDARD WELDING COMPANY

"PIONEERS WITHOUT PEERS"

CLEVELAND, O.

U. S. Express Bldg. NEW YORK

People's Gas Bldg. CHICAGO

Ford Bldg. DETROIT

CAN YOU BEAT IT?
Goodyear Blue Streaks Make NEW Record

100 miles in 102 minutes 9 2-5 seconds reeled off by these whirlwind racing tires. New world's record for 100 miles on dirt track made. Tires as good as new. Hundreds of motorcyclists flocking to Goodyear Standard as result of these races.

On Sunday, September 17, George E. Evans, at the Columbus, Ohio, Driving Park, won the big event of the day.

Evans rode 100 miles in 102 minutes, 9⅖ seconds, thus establishing a new world's record for 100 miles on dirt tracks.

Below we show a picture of the man, the machine and the tires that helped to lower the record—**Goodyear Blue Streak Motorcycle Tires.**

Another desperate test of endurance! A trying dirt track! A tire killing grind of a hundred miles at close to a mile a minute! Yet these famous motorcycle tires came through intact, without puncture or blowout, without the studs on the treads even showing signs of wear. Can Goodyear Endurance be questioned?

Why You Should Insist on Goodyears

Goodyear Motorcycle Tires render most service at least cost. They are the **most desirable** tires.

Their perfection follows as a matter of course. They are constructed along lines proved most practical by years of successful automobile tire building experience. The same skill that put such service into the now famous Goodyear No-Rim-Cut Auto Tire has done the same for the equally famous Goodyear Quintette of Motorcycle Tires.

Best Materials

Goodyear Motorcycle Tires are built of the fittest materials that money can buy.

The rubber is new, live, of highest quality. Hence Good resiliency—SPEED.



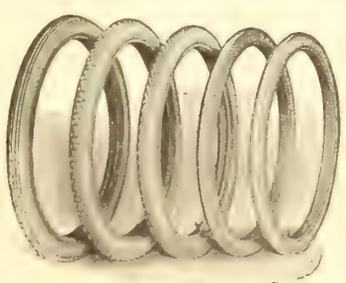
The fabric, too, is different from that commonly used. It possesses **unusual tensile strength.** Instead of being **closely** woven, Goodyear fabric is so woven that later on in the rubberizing process every thread is **thoroughly embedded in rubber.**

That means all the threads are separated. So they can not rub together, cause internal friction, reduce strength and subject the tire to danger of blowouts.

Most Service

means increased mileage and decreased expense—for Goodyear Tires cost no more than tires with thinner treads.

Hundreds of riders are insisting on Goodyear Tire Equipment just because of this extra tread thickness and its lesser liability to puncture.



The Goodyear Quintette

Save Tire Troubles and Expense

by specifying one of the Goodyear Quintette of Motorcycle Tires. One for every road condition. Each built by master tire-builders.

1—**Goodyear Corrugated Tread Tires**—For the average give-and-take road.

2—**Goodyear Studded Tread Tires**—For mud, sand, snow and ice travel.

3—**Goodyear Non-Skid Tires**—For use on slippery city pavements.

4 & 5—**Goodyear Blue Streak Racing Tires**—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for "Tires of Old War Horse"

A fascinating story of the actual breaking of a record. Chock full of money saving tips of tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. WRITE TONIGHT. You'll have book by return mail.

GOODYEAR

Blue Streaks

Stock Motorcycle Tires

THE GOODYEAR TIRE & RUBBER COMPANY, Arthur Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(416)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, October 14, 1911. No. 4

ALLOTMENT OF SHOW SPACE

To Be Made by Manufacturers Committees Probably the Coming Week—Chicago Prospects Disappointing.

As previously reported exclusively in the Bicycling World and Motorcycle Review, the Motorcycle Manufacturers' Association has been allotted space in the twelfth annual automobile show at Madison Square Garden for the first week, beginning January 6th. The space allotted is on the balcony, 27th street side, directly opposite where the motorcycle division was located last year.

The agreement between the show management and the Motorcycle Manufacturers' Association will be the same as last year and the members of the Association will receive first consideration in the allotment of exhibition spaces and will be treated on an equal basis with the members of the Association of Licensed Automobile Manufacturers in the distribution of any profits. Applications for spaces were sent out during the past week and the allotment will be made between the 18th and 24th of the month by the show committee of the Motorcycle Manufacturers' Association, probably assisted by Mr. M. L. Downs, of the show management.

The situation in regard to the Chicago show, however, will prove a great disappointment to the motorcycle manufacturers, as the management of the Western show states that it will be entirely out of the question to give the motorcycles space during the first week, and owing to the many applications received from the automobile people, the best space that can be provided for the motorcycle manufacturers in the second week's show, will be in the basement of the Coliseum. It is possible that arrangements can be made with the automobile accessory manufacturers to allow the motorcycle manufacturers space in the gallery of the armory for the second week.

It will be definitely decided at the meeting of the Motorcycle Manufacturers' Association, to be held in Buffalo during the coming week, whether or not the association members will exhibit at the Chicago show, and whether at the Coliseum basement or the Armory gallery.

Exports of American Cycles Increasing.

The monthly reports of exports continue to show a steady increase in the value of cycles and motorcycles exported from this country. For the month of August there was an increase of $16,482 over the same period for last year; the value in August, 1910, being $54,641, and in August, 1911, $71,123. For the eight months ending August 1st the value of cycles and motorcycles and parts, except tires, amounted to $655,987, against $486,683 in 1910, an increase of $169,304; and in 1909, $516,732, an increase of $139,255. Imports amounted to $5,905 in August, 1911.

Colonel Pope Sails for Europe.

Colonel George Pope, of the Pope Mfg Co., and E. J. Lobdell, of the American Wood Rim Co., sailed for Europe on Tuesday, the 3rd inst, to be gone about five weeks.

Splitdorf Locates Branch in London.

Charles F. Splitdorf, the well-known New York ignition specialist, has established a London branch at 41 Great Portland street, W. C.

WILLIS VICE-PRESIDENT OF KOKOMO

Elected at Meeting of Directors Held on Tuesday—Hamilton Sales Manager—Extensive Plans in View.

Fred I. Willis, secretary of the National Association of Cycle Jobbers, and former president of the Federation of American Motorcyclists, was elected vice-president of the Kokomo Rubber Co., Kokomo, Ind., and George H. Hamilton, president of the F. A. M., the sales manager. Both men have been prominent in the rubber business of the country and are among the leaders in the upbuilding of the F. A. M.

The Kokomo Rubber Co. is one of the largest in the country and has a capital of nearly $750,000. The plant covers eight acres and employs 300 men. Its products are distributed throughout the world. Mr. Willis and Mr. Hamilton recently acquired stock in the company and were present at the reorganization meeting of the stockholders October 10th. Heretofore the output of the company has been exclusively bicycle, motorcycle and vehicle tires, but in a short time the new officers expect to begin the manufacture of automobile tires also.

All officers of the company are well known in the bicycle world. Mr. Willis has been secretary-treasurer of the Hearsey-Willis Co., of Indianapolis, for several years, and has been associated with Henry T. Hearsey in the business for 18 years. Mr. Willis now becomes vice-president of the company and is succeeded by Robert H. Colburn, of Atlanta, Ga., as secretary-treasurer. Mr. Hamilton was formerly the New York representative of the Continen-

tal Rubber Co. Previous to that he was sales manager for the G. & J. Tire Co.

Except for the changes made in the officers of the company by the election of Mr. Willis and Mr. Hamilton, no other changes will be made. D. C. Spraker will continue as president, D. L. Spraker as treasurer and George W. Langdon as secretary. D. L. Spraker has traveled extensively representing the company and it is largely through his efforts that its product is so well known.

Activities of the Pierce Tribe.

Five of the Pierce Cycle Co. traveling men have started on their circuits and report that the indications for good business was never brighter than at the present time.

F. R. Bunker & Bros., of Tacoma, Wash., have taken the agency for Tacoma, Portland and Seattle, and will sell Pierce bicycles and motorcycles exclusively, operating three stores under the name of the Pierce Motorcycle Sales Co.

Edward Van Almkirk has taken the exclusive Pierce agency for Rochester, N. Y.

Exclusive agency arrangements for 1912 are continued as heretofore in Buffalo, Scranton and Ogdensburg, and the company reports that arrangements are now pending for many others. They also report that the factory operations have been so perfected that the Pierce interests will greatly increase during the next year, and an extensive advertising campaign is planned.

Motorcycles Prominent in Connecticut.

Motorcycles cut quite a respectable figure both numerically and financially in the annual report of the Secretary of State for Connecticut, for the fiscal year just closed. From October 1, 1910, to October 1, 1911, 1,858 motorcycles were registered, bringing in fees of $1,515.15. The average registration fee was 83½ cents. During the same period 1,479 motorcycle operators' licenses were granted, the revenue from this source amounting to $2,758. The total income from motorcycle registrations and licenses was $4,273.15.

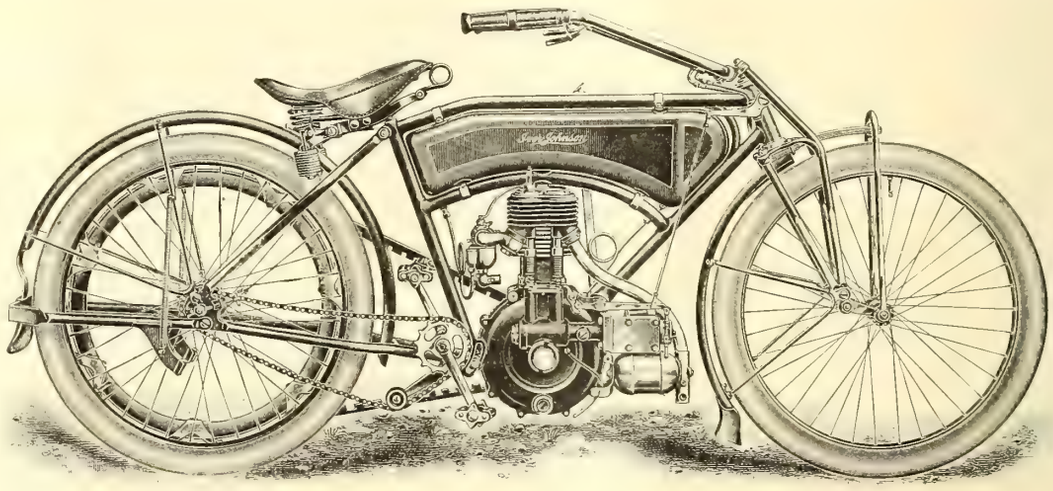
Flanders Agency for Toronto.

The Flanders company has closed a distributing agency with the Motorcycle and Equipment Co., 192 King street West, Toronto, Ontario. William G. Schaeffer, formerly superintendent of the R-R factory and now operating the Penn Cycle Co., after personally inspecting the Flanders "4" decided that it was a good buy and has secured the agency for Berks county, Pennsylvania. The new connection is expected to prove of great benefit to both parties.

IVER JOHNSON LINES ANNOUNCED

Fourteen Models of Bicycles—New Motorcycle With Many Striking, Exclusive Features Makes Initial Bow.

With a line unapproached for completeness and evident attention to detail, the 1912 catalog of the Iver Johnson's Arms and Cycle Works, Fitchburg, Mass., is filled with good news for both dealer and consumer. Not only are there more distinct models of bicycles than have been exhibited for a number of years, but also the equipment and range of options are of highest grade and most extensive variety.



THE ONE IVER JOHNSON MODEL

The one model of motorcycle is also well up to the high standard of excellence maintained by this house and in addition has several radical and exclusive, although thoroughly tested, new features embodied in its design and construction.

To the bicycles have been added a heavy service model of their popular truss frame design. It is equipped regularly with front and rear mud guards, extra heavy 1¾ inch tires, wide hubs and tandem spokes and rims, with motorcycle pattern saddle and pedals. The handle bars are of special design, with reinforced drop forged stem. A roller chain is used.

The ever increasing demand for children's wheels is answered by the addition of two juveniles, making a total of six models in the smaller sizes, ranging from 18 inch frames with 26 inch wheels to the new I. J. "Midgets," having 14 inch frames and 20 inch wheels

For the rider requiring an exceptionally light equipment of the highest grade obtainable is provided the Iver Johnson Special Racer. Brooks saddle, Renold chain, special racing hubs, detachable front sprocket and 1⅛ inch tires are regular equipment; a change in frame sizes from former years in this model is also provided, 21 inch is regular and 23 inch optional. The special racer may also be had in the regular diamond pattern if preferred to the truss frame.

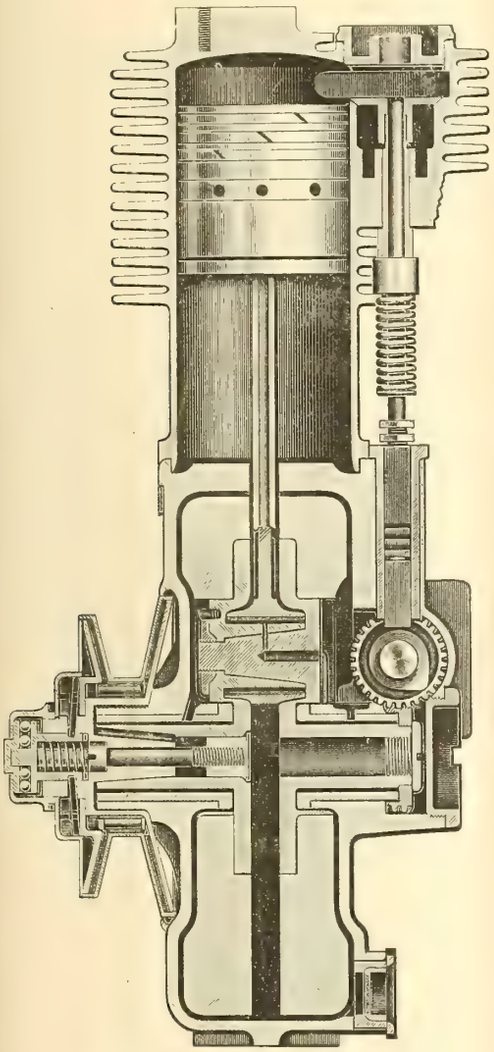
All handle bars are now made in their own factory, as are handle bar posts, seat posts, frame and crank forgings, etc. Saddles in many instances are of the motorcycle type, assuring a maximum of comfort, and the range on tires, coaster brakes and pedals is in variety and quality fully equal to any offered at any period of the industry.

The long expected and anxiously awaited Iver Johnson motorcycle as finally completed comes in for a generous share of the catalog space. There will be but one model of the power propelled two-wheeler, but it bristles with new ideas and is replete with apparent marked advance, especially in the power unit construction. The frame is of the truss type, of course, with arched truss tube; the crank case is made integral with the frame. The motor is also attached at the top to the truss tube by means of a through bolt. Tubing is 1⅛ inch 14 gauge and all frame connections and fork crown are of vanadium steel.

The motor details exhibit many features that will undoubtedly contribute to an exceptionally long life of this important member. The cylinder is cast integral with the head. The crank case is of aluminum and due to the fact that there are no plates bolted on to cover gear cases, etc., it is claimed to be absolutely oil tight, the extra long bearings and screw cap coverings to the three necessary openings in the case argue well for the much deserved resultant cleanliness.

The bore is 3¼ inch and the stroke 3¾ inch. The three rings on the piston are returned after having been sprung into position, insuring perfect fit. It is in the crank, magneto drive and free engine clutch that are made the most radical changes from accepted practice. A glance at the accompanying illustration will show that the crank construction is exceptionally strong. The taper projection on one side

fits into that of the other side, reaching entirely through, with a double locked nut on the end. Each projection extends beyond the ends of the hub of the connecting rod and also by an ingenious process of recessing beyond the hub bearings of the flywheel shaft. The flywheels are securely fastened to the hub members, being counterbored and firmly riveted. The crank construction is one that no amount



SOME "I-J" DETAILS

of pressure can spread nor from any cause can the flywheels get out of line. Flywheel shafts and crank pin are of tough soft steel, with superhardened sleeves running in phosphor bronze bearings. The magneto drive is exceedingly simple. But one pair of spiral gears are used; both cams for operating the valves, the spiral gear and magneto drive shaft are of one piece, thereby eliminating a number of parts. The valve lifters are of special design and are provided with means to take up end wear.

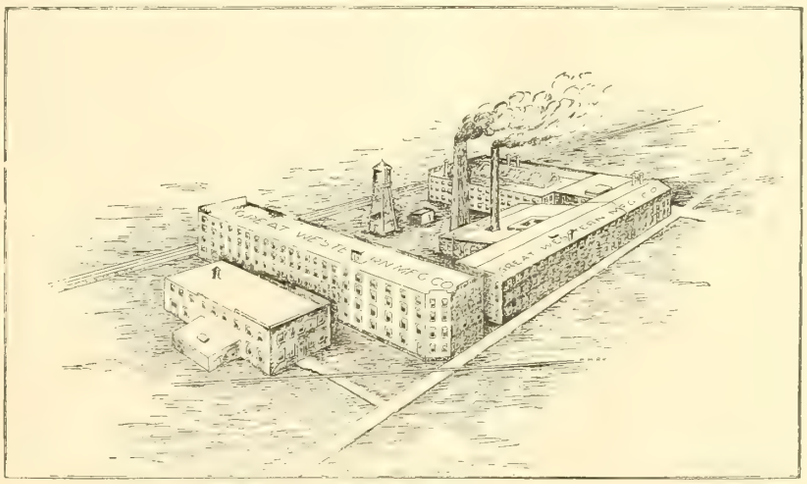
The valves are extra large of same size, mechanically operated and are in separate pockets, easily accessible and readily removed. By an unique design the valve stems are protected against the deleterious action of flame and carbon. Chrome nickel steel is the material used in the valves.

The clutch outwardly has the appearance of an ordinary pulley, with the addition of a smooth cap and a button-like end of a pin that extends out beondy the cap about three-eighths of an inch. This pin is operated by a lever working on the cam principle, which presses the pin in and releases the engine. Internally the pulley runs free on roller bearings and has a cone on each side, lined with detached friction fabric. A spring maintains the contact of the cones or plates with the pulley. No screws are used in the clutch and it is claimed that when necessary a variable speed may be obtained as desired by slipping without danger of burning the fiber disks.

The spring forks are of the truss type, with four leaf springs. Vanadium steel ball-bearing links extend from the fork ends to the hub axle. The tank is two-piece pressed steel, with telescoping joint running lengthwise and reinforced with a two-inch steel ribbon, assuring non-leakage, and is of such shape that it can be entirely drained of all contents. Grip control of the outside rod type, with compensating telescope and ball-and-socket joints is employed. Control is so arranged to permit of absolute freedom of steering with no change of adjustment. All equipment is of highest grade and includes Goodrich tires, Persons saddles, Corbin hub, with band brake, Bosch magneto and Schebler carbureter. Wheel base 56 inches, weight 190 pounds. Wheels either 26 inch or 28 inch. Price $250.

New Building for Great Western.

More than doubling their manufacturing capacity, the Great Western Mfg. Co., La Porte, Ind., has just completed its new



PLANT OF GREAT WESTERN MFG. CO.

addition. The new building is 189 feet long by 50 feet wide, with four floors, is of concrete and brick construction and virtually fireproof.

The new building is designed to house the light manufacturing, assembling and shipping departments. Private tracks and the New York Central freight lines at the rear, handling two cars at once, and a side track, with room for one car, from the Pere Marquette, at the front of the building gives a capacity of three cars in service at one time on the new building.

A new power plant also has been installed and the factory rearranged. One floor will be used for the press department, one entire building for the screw machine work and the top floors of the main building for the bicycle and frame departments.

As arranged it will permit the carrying on of a separate unit of manufacturing in the main factory and separate units of assembling and shipping in the new building. The new building has a floor space of 40,000 square feet; that of the main building is 200,000 square feet.

As completed the plant is one of the largest and best equipped devoted exclusively to the manufacture of bicycles and bicycle parts, having a daily capacity of a carload of bicycles and 5,000 component parts. Extended plans for the expected increase in business for the coming year have been made, and include an extended advertising compaign.

Prices on Bicycle Wrenches Reduced.

The Billings & Spencer Co., of Hartford, Conn., announces that beginning November 1st the list price of Model '97 bicycle wrench manufactured by them will be reduced in the black finish from $6 to $5 per dozen, with the nickel at $7. Net prices formerly maintained are withdrawn and the list prices will be subject to the same discounts as offered on the line of A to E wrenches inclusive.

News from the Flanders Camp.

Benjamin F. Howard, formerly with the American Motor Co., has resigned his position with that company and takes up important duties in connection with the sales department of the Flanders.

George H. Squier, who has so ably handled his position with the Aurora Automatic Machinery Co., will on October 15th take up a position with the Flanders Mfg. Co. as salesman.

Crawfordsville, Ind., Sept. 6th, 1911.

The Corbin Screw Corporation,
New Britain, Conn.

Gentlemen:

SAY! Talking of brakes reminds me of this summer when I was out with an old Pal of mine.

He was riding a ------, and his clutch sleeve was constantly slipping. I gave him the "Ha-Ha" and told him to get one that never wears out.

"What have you got?" he says.

"Corbin, of course."

"Don't they slip?"

"No."

"Well, I'll have one,"----and he has.

When you say "Corbin," she is there with the goods. Well, if you can make your brake any better, either for bicycle or motorcycle, I'd like to see it.

You may send me booklets, transparencies, circulars, hangers and catalogs, and I'll assure you that they will not be thrown away or illegal distribution made.

Yours truly,
ARTHUR C. TILNEY.

One of many unsolicited complimentary letters received by
THE CORBIN SCREW CORPORATION
New Britain, Conn.
Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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NEW YORK, OCTOBER 14, 1911.

"The Public Be Pleased."

More than usual significance is to be found in the resolutions passed by the F. A. M. New England District, condemning the muffler cut-out, and pledging itself to do all in its power to eliminate the open muffler abuse. The action cannot well fail to make a favorable impression on both the press and the public, and to show them that the motorcyclists themselves, at least the better class, are just as anxious to abolish the noise as the public is to have it abolished. The disapproval of the cut-out by the district also offers convincing evidence to the man in the street that motorcycles are not necessarily noisy, but only involuntarily so.

With what grace the motorcycle clubs in the New England district accept the mandate issued to them by the meeting, calling for the passage of similar resolutions decrying the cut-out, and providing for the fining and dismissal of offenders, remains to be seen. Undoubtedly some clubs will treat the resolutions with contempt or as a joke, but seriously, those clubs which profess to have the best interests of the sport at heart, and practically all clubs so claim, will do well to use their best efforts to stop the use of the cut-out. It would be better to fine or expel an offending member or two if necessary, for the moral effect on the others.

It is not conceded that a cut-out is at all necessary on a high powered machine, nor on a low powered one which has an efficient muffler. The cut-out is an inheritance from early days when mufflers were very inefficient and every atom of power in the engine was required. That day has passed. Certain manufacturers have claimed that their mufflers have been brought to such a state of high efficiency that the back pressure is negligible, and that the cut-out makes a difference of but two or three seconds in the speed, if any. In the face of such assertions there is no necessity for a cut-out, and if some designers can devise a muffler with such high efficiency, others can.

A cut-out does not make or mar the sale of a motorcycle with the average rider, but it does mar many a sale with the great green public who do not know that the noise is not necessary. Therefore the public antipathy toward motorcycles on account of the noise is killing sales and consequently taking money from the manufacturers and the dealers. It is a case of "having given the baby a tin rattle to play with, and now wanting to take it away from him because he is making too much noise." Very naturally "baby" threatens to howl if deprived of his "toy."

If motorcycles were not fitted with cut-outs, the great majority of riders would not bother to put them on. Undoubtedly quite a number of noise lovers and "speed fiends" would, and others would drill holes in their pipes and mufflers, but even so, this class would be in the great minority, and after once realizing that not only the public but their own riding brethren were against the cut-out, many would stop using it.

Public opinion is an irresistible force, as witnessed by the great change of heart which has come over the heretofore "public be damned" corporations, and if the riders themselves do not stop the open muffler abuse, it will be stopped effectually by legislation, as sure as the sun rises in the East.

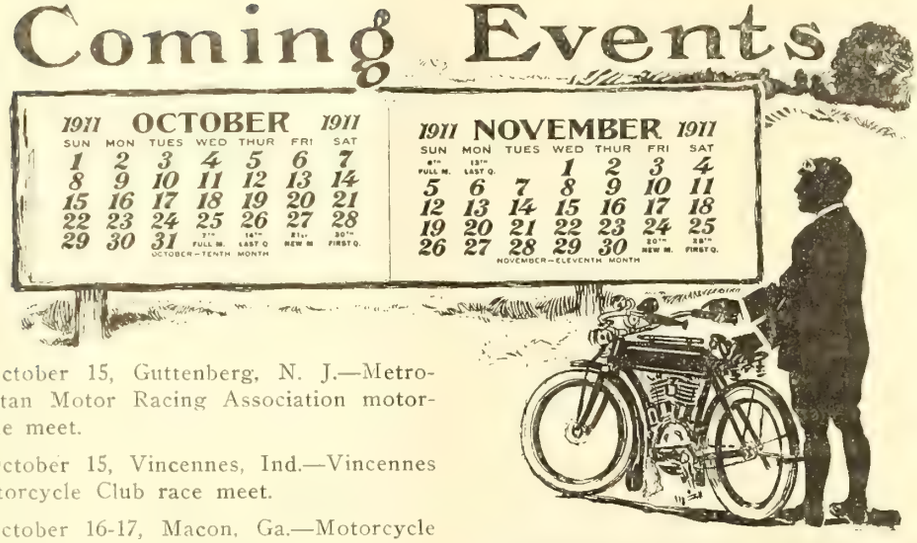
Show a motorcyclist that a cut-out does not give him any more power or speed and he will not care a fig about it. Therefore show him an efficient muffler, for an inefficient one is the sole excuse for putting a cut-out on a machine. A cut-out, while desirable for getting the full "beat" of the motor for tuning up, is not essential. The "beat" can be had, if it must be, by temporarily uncoupling the exhaust pipe from the muffler, or engine. There is more than one manufacturer who willingly concedes that a cut-out is not necessary, but he puts it on "because the other fellow does." That is a sure sign that if several manufacturers agreed to leave the cut-out off, the others would in time follow suit, for all of them are striving for silent machines.

The practical solution of the cut-out question is just one of two things: Either leave them off the machines at the factory, or else legislation prohibiting their use. If the first way out is not taken, the second will be. The United Cyclists' Association, meeting in New York recently, appointed a committee to prepare a bill for presentation to the Legislature, and this will probably make it unlawful, if passed, to have the muffler cut-out on the machine. Other cities and States will follow suit. Hence, why should an unnecessary, unlawful attachment be placed on the motorcycles by the manufacturer? A word to the wise manufacturer is sufficient. "The public be pleased"—and motorcycle sales will be doubled.

An Unnecessary Risk.

There are altogether too many accidents being caused by motorcyclists carrying passengers, usually girls, on the handlebars. In the first place, it is a very dangerous perch, for it interferes both with steering and the vision of the operator of the machine. This abnormal weight up front also makes the machine "topheavy" and very liable to skid on wet streets and car tracks. Then again the position is not a comfortable or graceful one for a girl, or anyone else for that matter, and is not popular with the public. In fact, many cities have passed ordinances prohibiting this sort of thing as a result of accidents, and many more are preparing to follow suit. A tandem attachment is the only proper place to carry a passenger on a motorcycle, and those who perch themselves in front of the operator are taking great risks.

Coming Events



October 15, Guttenberg, N. J.—Metropolitan Motor Racing Association motorcycle meet.

October 15, Vincennes, Ind.—Vincennes Motorcycle Club race meet.

October 16-17, Macon, Ga.—Motorcycle races on mile dirt track.

October 20, Frederick, Md.—Motorcycle race meet on half mile dirt track; H. A. French, Baltimore, promoter.

October 21, Pottstown, Pa.—Motorcycle races on mile dirt track.

October 21-22, Sacramento, Cal.—Sacramento Motorcycle Club race meet.

October 22, Guttenberg, N. J.—Annual bicycle carnival of the Century Road Club Association, Eastern Division. Rain date October 29th.

October 23, Atlanta, Ga.—Motorcycle races on Atlanta Speedway.

November 12, Floral Park, L. I.—Ten mile handicap road race, Century Road Club Association, Eastern Division. Rain date November 19th.

November 5, San Antonio, Tex.—San Antonio Motorcycle Club race meet at International Fair.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

Bicyclist and Motorcyclist Invited.

Meeting in response to a call which stated that among other matters of importance to be considered would be that of completing the details of permanent organization, the Greater New York Cyclists' Association, on Tuesday, the 10th inst., more than fulfilled that object when, in addition to adopting a constitution and by-laws in which broad and far-reaching purposes were outlined, there was put in motion a well defined sentiment to so widen the scope of the association as to make it one of national proportions. That the effects of the Labor Day parade, under the association's auspices, are deeper than is indicated on the surface, was evident by the presence of many members of the one time great cycling clubs of the metropolitan section; that enthusiasm of the productive sort has been aroused shows unmistakably in the unanimously expressed opinion of all present, together with their avowed determination to make it so, that the organization can and should be as powerful in sport circles as any during the much talked of "palmy" days of cycling.

Pursuant to the progressive policy desired, first and foremost the localizing effect of the title was removed by altering the name to that of United Cyclists' Association. The proposition of incorporating at as early a date as possible met with instant favor, and will be put through in the near future.

The purposes and objects of the association, as taken from the constitution, are: "To protect the interests of bicyclists and motorcyclists. To encourage the use of bicycles and motorcycles and to promote the general interests of both. To ascertain, protect and defend the rights of bicyclists and motorcyclists. To assist in good roads movements and to demand proper maintenance and prevent the destruction of all paths now in existence. To offer, encourage and develop means of social intercourse amongst bicyclists and motorcyclists."

In order to render effective and to actively operate the several important features in the foregoing, various permanent committees were provided for in the constitution; such as, Legal Action, Social, Membership, Racing, Parade and Press. As adopted, the constitution and by-laws apparently provide for practically every situation that may arise insofar as concerns the use of both bicycles and motorcycles for either sport, pleasure or business.

Immediately following the adoption of the constitution and by-laws, nominations were declared open and resulted as follows: For president, J. A. Hall; vice-president, A. H. Patterson; secretary, W. R. Stroud; treasurer, V. J. Lind; for the board of trustees, five to be elected, one for a term of three years, one for two years and three for one year, the following were nominated: Dr. J. P. Thornley, Julius Bindrim, "Happy Days" Pitman, D. M. Adee, Alex. Schwalbach, George Uniss, Sylvain Segal, George Hausenbauer, Henry Heyer, C. L. Simms, O. P. Varick and Robert Lawson. The nominations were held open until the next meeting.

Plans to at once begin the development of the purposes of the association were discussed, with the idea of outlining the duties of the different committees. Among other matters coming under the control of the social committee, it was definitely decided to tender a dinner to the visiting motorcycle and bicycle manufacturers during motorcycle show week in New York City, probably on Wednesday, January 10th. Details were all completed providing for the usual entertainment of the members after the close of each regular meeting. A smoker was arranged for as the entertainment feature of the coming meeting.

The agitation just launched throughout the country against the motorcycle muffler cut-out came in for an animated discussion, which resulted in the association passing the resolutions suggested by the Bicycling World and Motorcycle Review, announcing unequivocally its condemnation of the practice of a comparatively few motorcyclists, who, by persisting in the promiscuous and unnecessary use of the open exhaust, create much adverse opinion in the public mind against motorcyclists generally. As provided for in the resolutions, a committee consisting of W. R. Stroud, A. H. Patterson and Julius Bindrim, was appointed to prepare a law to be presented at the next session of the New York Legislature, to prohibit and penalize the use of the open muffler. Incidentally, the United Cyclists' Association is the first organization in the State of New York to take up this matter in so decisive a manner.

The secretary was instructed to procure membership application blanks and to have the same ready for immediate distribution. It was decided to hold the charter list open for a short length of time, the date of closing of the same to be determined in the near future. Application blanks and any information may be had by addressing the secretary, W. R. Stroud, Room 914 Tribune Buildling, New York City. Until a permanent meeting place is provided for, the meetings will be held alternately in Manhattan and Brooklyn boroughs of Greater New York. Meetings will be held regularly on the first and third Mondays of each month; the next, on Monday, October 16th, 9 p. m., at 1213 Fulton street, Brooklyn.

New England District, F. A. M., Condemns Use of Cut-Out

Radical Resolutions Receive Unqualified Support at Providence Meeting — District Reorganized and Officers Elected — Centralization of Funds Fully Discussed — Detailed Reports Read.

Action that cannot but be far reaching and influential in altering the opinion of the public and the press to be more favorably disposed toward the sport of motorcycling and its devotees was taken by the delegates at the fall business meeting of the F. A. M., New England district, held at Providence, L. I., on Saturday, 7th inst., by the unanimous passage of resolutions proposed by the Bicycling World and Motorcycle Review and published on another page, scathingly condemning the use of the muffler cut-out "as the greatest hindrance to the sport of motorcycling." The meeting also pledged itself to do all in its power to abolish the use of the cut-out, urged all clubs under its jurisdiction to appeal to the legislative bodies of their respective States to enact laws prohibiting the use of the cut-out, and instructed all clubs in the district to adopt similar resolutions, containing provision for the fining and dismissal of members found guilty of using cut-outs.

It was the first meeting of the district held since the national F. A. M. convention at Buffalo, when the old Eastern district, among others, was cut up into smaller sections to make the administration of district affairs easier, and increase their efficiency. The New England district now comprises the New England States exclusively, a compact territory, in which members from all States in the district conveniently can attend the district meetings.

As the district was unorganized, the terms of the old officers having terminated with the dissolution of the Eastern district, an election was held for the purpose of filling the offices of vice-chairman, secretary and treasurer. The district vice-president W. F. Mann, of Boston, having been elected at Buffalo, of course, continues in office. The election resulted as follows: C. A. French, Pawtucket, R. I., vice-chairman; F. S. Morse, Keene, N. H., secretary, C. H. Westcott, Providence, R. I., treasurer. Vice-Chairman French succeeds Vice-President Mann as vice-chairman, Mann previously having succeeded to the office of vice-president for the unexpired term through the resignation of ex-Vice-President C. C. Wilber, of Keene, N. H., owing to ill health. The Buffalo convention continued Mann as Wilber's successor. The secretary and treasurer were re-elected.

It was 9 p. m. when Vice-President Mann called the meeting to order in Verdandi Hall, with about 40 delegates present. Four or five others came in during the proceedings. The vice-president complimented Providence as showing the greatest amount of interest and always furnishing the best attendance at any of the district meetings, and expressed the opinion that it was the logical place for the meetings to be held. Among those present were ex-Vice-President Wilber, looking much improved in health, and National Secretary Gibson, who ran down from Westboro. Secretary Morse read the minutes of the summer meeting held at Boston in June, and they were accepted as read.

Reports of officers then were called for. Treasurer Westcott reported a balance of $399.20 for the old Eastern district, which he had turned over to National Treasurer Gibson, in compliance with the action of the Board of Directors calling in all funds in the hands of the district treasurers, after the reapportionment of the districts by the Buffalo convention. Therefore the New England district, in company with the others, now has no funds in its treasury, but National Treasurer Gibson stated that he would honor all requisitions from district treasurers for payment of properly authorized bills.

Gibson explained that in the new apportionment of districts an unforeseen situation had been created in regard to an equitable distribution of district funds, and that until a suitable plan had been evolved for this distribution which would be fair to all, it was thought best to place all funds in the hands of the national treasurer, although the old districts are credited with the amounts turned over by them and they can draw on those amounts for meeting obligations within prescribed limits.

State Commissioner Swenson, of Rhode Island, reported a steady growth of new F. A. M. members in that State, and that in a short time when his business slowed up a bit he would take a few days off and bring his records up to date. F. A. M. interests have been well looked after in his territory during the season. The report was accepted.

Vice-President Mann, who also is State commissioner for Massachusetts, reported a fair increase in F. A. M. members in that State for the year and hopes to get the section well organized soon and turn matters over to a commissioner to adminster.

E. L. Buffington, who just has retired from the chairmanship of the Transportation and Facilities Committee, spoke of the advantages which F. A. M. official repair shops offered tourists to get work done at reasonable prices, and that it was the aim of the committee to pick out men with the proper ability and equipment to render good service at fair rates.

There was considerable discussion concerning the withdrawal of funds from the district treasuries by the Board of Directors, and for a time the misapprehension prevailed that the district's money was tied up, and that it could not spend any of it without permission from the national officers. Treasurer Gibson, however, cleared up this point, and stated that for the present the centralization of funds was best for the organization, inasmuch as there was a possibility of a district appropriating more than its share of the funds, as no one knew as yet just how much each district was entitled to. He thought that eventually after a reapportionment each district again would have its own funds back in its own hands. He stated that at present there is a balance of over $1,000 in the national treasury. Advantage is taken of all discounts. He said that the present membership is nearly 13,000, of which 8,000 are active, the remainder being either "dead," lapsed, withdrawn or changed place of residence, but were carried in the hope of obtaining renewal where possible. Renewal notices are sent out in the month previous to expiration of membership, and he was glad to state that about two-thirds of the expiring membership were being renewed. After a general discussion of the question of centralization of funds, E. L. Buffington offered a motion that it be the sense of the meeting that it record its approval of the action of the F. A. M. Board of Directors in calling for the turning over of all district funds to the national treasurer, subject to requisition by the respective districts, pending a reapportionment. The motion was carried. The district treasurer will do the district bookkeeping for the present.

The open muffler question then was brought up by E. L. Buffington, who offered a set of resolutions condemning the use of cut-outs, the salient points of the articles being embodied in the opening of this report. Secretary Gibson said that the abuse of the cut-out has caused more adverse motorcycle legislation than any other feature connected with the machines. B. A. Swenson related a story of a motorcycle cop, who liked the noise and took the cut-out lever off his muffler so that it was open all the time. Swenson said further that the cop claimed that by this trick he was not amenable to the law, as "he had no cut-

out and there was nothing to close the hole with." The general sense of the meeting was in favor of abolishing the cut-out, and the resolutions as suggested by the Bicycling World and Motorcycle Review were adopted.

B. A. Swenson then offered a motion that a committee be appointed to arrange some sort of contest for next year to be conducted by the New England District. Secretary Gibson approved the motion and offered an amendment that the chair be empowered to appoint a committee of three to make arrangements for the contest. The motion in amended form was passed enthusiastically without dissension. Vice-President Mann will name the committee later, and it will report at the summer meeting in June next. The nature of the contest, the date and all details will be left in the hands of the committee, but it is probable that the contest will take place in August.

Of recent years the Providence Motorcycle Club has endeavored to contribute to the success of the district meetings by scheduling a road run to occur the day after the fall business meeting. This plan has worked well, for it has given riders an opportunity to attend both the meeting and the contest, but because of the fact that the contest primarily was a club affair, its scope and success naturally were limited to some extent, although it developed into the leading motorcycle road event of the year in New England. By having such a contest run by the district instead of a local club, it is figured that the attendance at business meetings and at the contests run in conjunction with them would be larger. Workers for the success of both events would be available throughout the district, and any trade jealousies that might exist toward the efforts of a local club affair would be eliminated from district affairs, inasmuch as the personal element would be less prominent.

C. A. French, the vice-chairman-elect, called attention to the fact that the district had no constitution or by-laws, the old articles used by the Eastern District having "died" with the district, but that the New England district was working under the lapsed rules. He then offered a motion that a committee be appointed to draft a new constitution and by-laws for the New England district. E. L. Buffington offered a substitute motion that the meeting adopt for the district the old Eastern District articles. This motion was carried. French then offered a new motion that the chair appoint a committee of three, the chair to preside over such committee, to make any necessary changes or additions to the constitution and by-laws just adopted, said committee to report at the next meeting. The motion was carried and the chair appointed French and Buffington to serve on the committee.

Swenson then was called on to make a few remarks regarding the triangle run of the Providence Motorcycle Club to be held on the day following. He said that on account of a week of rain, ending with a particularly heavy downpour for hours on Saturday, several riders from out of town had been prevented from coming in for the run. He said the roads undoubtedly would be pretty "soupy," and he would leave it to those present, many of whom were entered for the run, to decide whether or not it should be held or postponed. On a rising vote it was overwhelmingly decided that the run be held as scheduled, showing that the New Englanders are not afraid of muddy roads when medals are at stake.

In regard to the Buffalo tour Swenson stated that F. A. M. certificates would be given later to all on the Eastern tour whom he had certified as completing the tour within the rules. He also said that some hard feeling had been caused owing to the fact that he had declined to certify some riders who undoubtedly had completed the tour, but had left the main party and cast their lot with individuals seeking notoriety, and who had taken men away from the tour itself and brought them into Buffalo ahead of the party. He said that the Buffalo tours had created more interest in motorcycling and had started more riders touring on motorcycles and seeing the country than any motorcycle event ever before held in the United States. He himself had positive evidence of this in the great number of tourists who had visited his store since the conclusion of the Buffalo tours, and the stories of them had spread around.

No further business coming before the meeting a motion to adjourn was carried at 11 p. m., and the members filed into the ante room, where the Providence Motorcycle Club had provided a Dutch supper. While the meeting was in progress Swenson had passed cigars—not loaded ones, but bona fide weeds—and for a time the puffing was so vigorous that it was almost impossible to see across the hall. It was after midnight when the jolly crew filed out of the hall to snatch a few winks before 5 o'clock calls should rouse them to don their riding togs and slide in the saddle for the eighth annual triangle run of the Providence Motorcycle Club.

Motorcyclists Pace Cross-Country Runners

Motorcyclists were used for pacing cross-country runners by the Bradhurst Field Club, Inc., New York City, in its first cross-country run on the 1st inst. The pacemakers belonged to the Motorcycle Touring Club of New York, Inc. This probably is the first recorded instance of the use of motorcycles for this purpose.

Three Day Run Planned by Captain Gault.

Captain H. Matthew Gault, of the Maryland M. C., of Baltimore, is planning a three or four day run for those members of the club who desire to get away from the city for a few days. Just when he will pull it off has not been determined, and it will depend a good deal on what arrangements he can make. He is hoping that quite a few of the boys will take a sufficient interest to participate in the cross-country jaunt. He has decided upon a tentative route, which will take the motorcyclists to Staunton, Va., by way of Hagerstown, Md.

Nearly 300 Motorcycles in Redlands.

Redlands is maintaining her proud boast that she is the center of motorcycledom on the coast. Chief of Police Wallace the other day issued his 290th license for motorcyclists. This means that one out of every 38 persons in Redlands is the owner of a power cycle, and one out of every 14 owns a motor car.

The motorcycle has become remarkably popular in Redlands during the past year. The machines are selling now at the rate of one daily and they are used for commercial purposes as well as pleasure. The horse and wagon have been displaced for delivery purposes in the meat markets and some of the grocery stores are using motorcycles exclusively, while all are using them for hurry orders and soliciting. Many contractors are using them in their work, while zanjeros of the water systems, picking superintendents in the orange groves and others who have large territory to cover, have adopted them. Local newspapers have adopted them for delivery purposes on suburban routes and have found them a success. The owners of the machines have more than $75,000 invested in them.

Cups, Trophies and Coin at San Antonio.

Cash prizes to the value of $300, as well as a dozen or so cups and trophies will be the spoils for the victors in the big motorcycle meet which the San Antonio (Tex.) Motorcycle Club is arranging to run at the International Fair on November 5. The State is being scoured for the best amateurs and professionals, and the biggest speed carnival ever held in the State is promised.

Uhrichsville Motorcyclists Climb Fast.

Two motorcycle classes were included in the automobile hill climb at the Uhrichsville (O.) fair on the 29th ult. C. Anderson, riding a Yale, won the single cylinder class in 20 seconds, beating Howard Amos, on an Indian, by half a second. Amos won the free-for-all easily with a twin Indian, going the route in 16 seconds over a dangerous course.

Big Bait Hung Up at Sacramento.

Five hundred dollars in prizes will be given by the Sacramento (Cal.) Motorcycle Club at its race meet in connection with the Greater Sacramento Annexation Jubilee on the 21st and 22d inst. The Chamber of Commerce donated the money.

Nineteen Have Perfect Scores in Providence Triangle Run

Eighth Annual Contest a Mud Party—Black Cat Among the Casualties—Saving a Score with Half Dollar Piece—How the Tailenders "Passed" the Pacemakers.

Bad Nauheim, Marienbad and some more of the "swell" German health resorts, where plutocrats and other crats who can afford it, go to take the mud baths, water cures and other tortures for "what ails them," have nothing on the slime baths, soupy ooze showers and road massage, that old Jupiter Pluvius administered to the contestants in the eighth annual triangle run of the Providence (R. I.) Motorcycle Club on Sunday, 8th inst. The contrary old superintendent of Nature's water works got a hint early in the week that several of the riders who were going in the run had not recovered from the effects of the Eastern Tour to Buffalo, so he decided that he would fix up a course of treatment for them that would make 'em as fit as a fiddle, although the process might be a little strenuous. It was. The old critter turned on all his faucets in the Providence-Boston-Worcester pipe system early in the week and fairly drowned out the roads.

However, New England motorcyclists who browse in the territory mentioned are of the "all roads and weathers sort," so J. P.'s preparations for a slide and skid session did not feaze them any. They voted to hold the run and not disappoint the celestial waterboy in his anticipations of some fun after all the trouble he went to. So 21 of the 24 entrants showed up in Exchange Place early Sunday morning prepared to "do or die." When the battle was over and the roll was called, 20 had "did" and one lone man had "died," not on account of the mud, but because he fell and broke his handlebar. But here is better news. Nineteen of the noble 21 who charged the deadly mud and water, won perfect score medals.

Because of the rain, the run did not attract as many entrants as last year. Three of the entrants who failed to start lived out of the city and were prevented from arriving in time for the start, while others from Boston, Worcester, and other smaller places in that district, and even from as far away as Syracuse and Albany, sent word that they were stalled by bad roads. Most all of the out of town riders got in the day before, having planned to take in the New England district meeting Saturday night.

Among these arrivals was pink cheeked Russell Coes, of Worcester. Russell's folks have been making wrenches—good ones, too—for 77 years or thereabouts. Russell glided into Providence on an Indian "7" two-speed, late Saturday afternoon, togged out in olive green oilskins that glistened like the finish of a new automobile and shed mud and water like a good oilskin should. Consequently Russell was as "dry" as a W. C. T. U. meeting, as far as "duds" were concerned.

As has been related elsewhere, the district meeting did not dissolve until after midnight Saturday. Now Russell did not acquire his pink cheeks by keeping late hours, and when the meeting approached the last lap he had quite a little sand in his eyes.

When the meeting finally faded, Russell was ready to sleep in any old place. He acquired this happy habit on the Buffalo tour, by the way. Now Russell was invited to share a nice, comfy bed in the Crown Hotel, with ye scribe, but he preferred to put up at Swenson's wigwam for the few winks of sleep that were to be his portion. So they taxied—sure, they have taxi's in Providence, with meters, too—out to South Providence. Swenson told Russell that he could sleep in the enameling oven in the shop, where it would be nice and warm. This listened sweet to Russell and he hit the tin—yes tin, not hay, for there's no hay in enameling ovens—at 1:30 a. m.

When Swenson came down at 5 a. m. he found Russell holding down an arm chair near the front door. Russell was wide awake but quite chilly, but he opined that it was warmer there than in the oven. Everyone reported as having had a good snooze even though it was a short one. That is, everyone but two, Howard Clark and Ernest Gauthier, fellow townsmen of Coes, who turned up at the store shortly after Swenson came down. They had been doing the "night rider" stunt, leaving Worcester at 2 a. m. It was a beautiful moonlight night, so bright in fact that they extinguished their lamps. They also found the mud more interesting than proved later, but they kept this fact to themselves.



IN FRONT OF THE SOLDIERS MONUMENT, PROVIDENCE, AT THE FINISH

Shortly after six o'clock Sunday morning, Exchange Place began to echo with the barking of singles and twins, and the Baltimore "grub garage" on the south frontier of the square doubled its average Sunday morning business.

As usual, E. A. Swenson was master of ceremonies, and he lined the men up in fours, and attended to other details. Secretary Gibson was on hand to see the getaway, as he was referee of the run, and district secretary Fred Morse also turned out. There also were a handful or two of early rising, or perhaps late retiring, citizens, who played the role of "innocent bystanders," Every rider carried a number on his left arm and a schedule card giving all controls, towns, mileage and time due. The first four men away acted as pacemakers, and the rules prohibited anyone passing them unless they were disabled. The riders got away at minute intervals after 7 a. m., in squads of four.



WORCESTER CONTROL—A SAMPLE OF THE MUD

After being bumped on Belgian blocks for a few miles, the riders encountered their first mud outside Pawtucket. And it was choice and rich. Some of the men hit the big puddles full tilt and swept every drop of water out of them and across both sides of the road in sheets. Some more danced around in the soup and went down, but were up before the count of 10. There were no casualties along here save that J. J. O'Connor (Indian), ran over a black cat, not because he wanted to but because he had to to keep out of the ditch. The "nigger" had been flirting with the wheels for several yards and finally got under them. Thereafter "J. J." was looking for trouble, but the hoodoo did not strike.

Sunday broke clear and crisp, and the fragrant air laden with a frosty tang and the perfume of the leaves, woods and fields, made riding a delight if one were well protected from chill and mud. There was a light frost during the night, as disclosed by tin roofs and bridges in the morning before the sun warmed up.

Until Wrentham, 21 miles out, the first checking point, was reached, there was plenty of mud, and slides and falls were the order of the day. The record in this line was made by T. J. Conroy (Indian), a new rider, who broke so many pedals that he was late at Boston. However, he made up his lost time later and finished inside the limit. E. G. Luther, winner of the Swenson cup the week before, acted as checker at Wrentham, the rider's number and motor number being taken. This was the procedure at all checking points and controls.

After leaving Wrentham, asphalt and tarred roads were found practically all the way to Boston, the first control, and all but Conroy got in with plenty of time to spare. Riders were permitted to come in as early as desired, but could not leave until the time at which they were due to arrive. Three hours were allowed for the 48 miles to Boston, and nearly all made it in two, or two and a quarter hours. The control was at Park Square, as in former years, and quite a crowd gathered while the riders were assembled there. The Merkel contingent from Boston stopped at W. F. Mann's store and filled tanks before coming to the control. At the control, Donald Pope, the young Holden protege, who starred at the Springfield Stadium on Memorial Day, but who was not in the run, came around with an Excelsior twin that had been converted to chain drive. In view of the recent performances of this machine at Chicago, the rebuilt rig attracted considerable attention among the riders.

The Boston checkers don't deserve any bouquets, for they lost the checking sheet after the men had left for Worcester. C. C. Kimball, a chauffeur, picked it up in the street, and finding Swenson's name and address on it, very kindly mailed it to him. For this Swenson extends thanks to the accommodating Bostonian.

At 10:05 a. m. the motors were kicked over for the second lap to Worcester, 48 miles away. Now going out of Boston most of the riders got off the official route and cut the course. If the referee cared to enforce the rules none of these "course cutters" would get medals, but the incident will be overlooked. It was involuntary, anyway, for the most part, for few of the riders knew the roads around Bawston, and depended on following the "other fellow." In this case the "other fellow" cut the course to stay on the boulevards and avoid the bad mud in Watertown, and the others followed because they didn't know any better. Those few who stayed on the official course and went through Waltham and Watertown, had a mighty interesting time. Watertown lived up to its name on this occasion if never before, and the mud really was formidable. So formidable, in fact, that the pacemakers and others who struck it, switched over from one side of the road to the other, and sampled the traveling on sidewalks, rail fences, car tracks, bridge railings and any old thing in preference to that mud. Among the star stunts pulled off in this gumbo was that by A. K. Braman (Indian), who turned completely around and stopped, headed toward Boston. Then he turned right round again and went on.

Next year there probably will be checking stations established at Waltham and Northboro, to prevent any course cutting in this section. About 15 or 20 miles out, the pacemakers caught up with the "course cutters" and gave them a scare, for the "short route" fellows thought that the pacemakers were way ahead. They learned then that they had cut the course and got a scare thrown into them by being told that they would be disqualified for cutting the course. There were some wry faces until the offenders learned that the violation would be overlooked this time.

At Northboro the riders left the main road and made a three or four mile detour to Westboro, where a control was established at Secretary Gibson's offices. He had F. A. M. pennants out, and as a reward for climbing the flight of stairs to his office to check, he presented each man with an F. A. M. scarfpin, and wished him good luck for the rest of the trip. He also gave the men an "around-the-plant-in-three-seconds" trip through his offices, together with a rapid fire description of his system, stenographic and stock departments. All very interesting.

Several of the riders came in munching apples, having stopped at an apple orchard a mile or so out. Westboro did not make a favorable impression on the riders, because there was a long, juicy stretch of mud just before reaching Gibson's. There were the usual high jinks in this hog wallow, which extended right up to Gibson's door. After checking it was a case

of double track back to the main road, and burn up the 10 miles to Worcester's control.

All got into Worcester way ahead of time as usual, that is, all but Conroy, who still was trying to catch up with the main party. The control was at the usual place, Franklin Square, and G. F. Clark, the Indian agent, acted as checker, assisted by John McDowell, also of the wigwam. Coes got a warm reception here from his friends.

Now it is a very ancient fact that it takes money as well as gasoline, oil and other things to make a motorcycle go. However, this fact was demonstrated from an entirely new angle when H. F. Hildreth (Merkel) arrived. Hildreth got in on time, thanks to using his brains when he ran into trouble after leaving Boston. He discovered a brand new way in which it takes money to make a motor go. His oil window was smashed by a fall, and as he didn't have another he was in high funk for awhile. While wondering how he would plug that hole his hand rested on a half dollar in his pocket, and getting an inspiration simultaneously, withdrew the silver piece and tried, with little confidence in the experiment. But the instant he tried it his face lighted with joy, for it fitted, and Hildreth had that half dollar "subbing" for an oil window in jig time. He rode happy thereafter. It undoubtedly was the star piece of road ingenuity which the run developed.

To be consistent, there was a big mud wallow at the Worcester control, but a hard patch on the side proved an oasis. At Worcester the word was passed around that the last leg to Providence was in "fierce" condition and that everyone would "get theirs." Therefore it was with considerable trepidation that the riders started on the final lap of the run. Worcester, by the way, was the dinner control. The usual crowd also was on hand to see anything and everything that was to be seen free.

As soon as they got off the city streets and on the open road, only a mile or so out of Worcester, the riders commenced to "get theirs." The road from edge to edge was a solid mass of water of unknown depth and in places the soil was soupy or mushy. In any event it was skittish going and all took to the trolley tracks where possible. There were big holes between the rails, however, and those who took them fast got some tremendous vibrations up their spinal columns.

It was along here that Captain Higgins, of the club, and one of the pacemakers, took a real nasty spill while trying to make a running mount after stopping in the mud. He fell flat, but escaped with nothing more serious than a broken pedal and the accumulation of a little more mud on his person. These stretches were frequent for a few miles, and kept down the pace but were by no means unridable. The clutches were great in the mud. Finally dry roads were encountered and then the pace jumped again. The roads, however, were rougher than on any other part of the course, and short mud patches were frequent. Before Woonsocket, a checking station, was reached, Morris Ross (Indian) fell and broke his handlebar, already weakened by the shock of many previous falls. This put him out of the run, making the first and only retirement of a contestant.

Swenson came into Woonsocket right behind the pacemakers with a flat tire. Of course, all hands were way ahead of time, and the checker had not yet arrived. Swenson went through an exhibition of "off-fixed-on again" before the checker showed up. Conroy (Indian) who had been behind all day, caught up with the schedule here. The final dash to Providence then began, and the advance guard reached Exchange Place at 3:03 p. m., just 57 minutes ahead of time. Others came in rapidly at short intervals, and at 3:30 a photograph of the finishers was taken. Nearly all got in the picture, there still being a few stragglers left out. J. H. Moore was the last man in at 3:57.

Wherever the riders stopped a crowd immediately gathered, and asked if it was a "race" and "who was winning." The motor car parties along the road also manifested unusual interest in the run, and in many cases inquired what was going on. It was to a query of "What is this, a race?" that Swenson shouted back, "No, it's the Glidden Tour." At the finish in Providence, the crowd seemed to be under the impression that "a race" was about to begin, and asked as to where the riders were going and what they were "racing" for.

As a result of trying to get out of Providence too quick, after he had finished the run, W. F. Mann, of Boston, got snared in a trap by the police. Mann and several of the Boston riders were "flyingmerkeling" through a police trap in Hope street, when a motorcycle cop went after them. The officer passed the other riders in pursuit of Mann, who was leading, and at first the riders throught that he was looking for a speed scrap, so they also "let out a few links." Finally they "got wise" and kept right on until they got safely out of reach of the cop. He overhauled Mann and requested him to return and interview the sergeant. The only thing that saved the others from being nabbed was that they kept right on going while the cop was busy with Mann.

Glenn Crandall, of Boston, was the comedian of the run. Crandall, who is no bigger than "a pint of cider," rode a Thor "4" and he is "some rider." He had "cut-up" streaks which sent him off the road and across country, through gutters, and performing all sorts of gyrations. His antics amazed and worried the motor car drivers, who probably thought he had a bad "mental short circuit." Crandall, by the way, is one of the "mud larks" of the 1910 national endurance contest, and finished near the top.

The total distance was 140 miles, with a 15 miles an hour schedule. Nine hours were allowed, but most of the riders made the course in six hours actual riding time. The awards will be silver medals for perfect scores, and bronze survivors medals. How the men finished is shown in the table below.

This Club to Be a Bit Exclusive.

Owners of Merkel motorcycles in Dayton, O., have formed a social club to be known as the Flying Merkel Club. The membership will be limited naturally to riders of that make of machine, and the club will devote its efforts to the social entertainment of its members. It will not compete with any other club. At the meeting which was held at the cottage of one of the members in Idylwild, a summer park, temporary officers were chosen, and "experiences" were related. Just before departing from the rendezvous the riders unwisely opened their mufflers by way of celebrating the birth of their club and awoke the echoes of the park with a volley of explosions

SUMMARY OF THE PROVIDENCE RUN

C. H. Westcott, Providence, R. I.	4	Indian	Perfect
E. L. Buffington, Providence, R. I.	5	Indian	Perfect
S. Higgins, Providence, R. I.	5	Indian	Perfect
W. F. Mann, Boston, Mass.	7	Merkel	Perfect
B. A. Swenson, Providence, R. I.	5	Indian	Perfect
A. K. Braman, Newport, R. I.	7	Indian.	Perfect
C. H. Frazier, Pawtucket, R. I.	4	Merkel	Perfect
T. J. Conroy, E. Greenwich, R. I.	5	Indian	*Late
A. Houle, Providence, R. I.	4	Indian	Perfect
G. F. Fleurant, Woonsocket, R. I.	4	Indian	Perfect
M. Ross, Providence, R. I.	5	Indian	†Out
E. Gauthier, Worcester, Mass.	7	Indian.	Perfect
R. R. Coes, Worcester, Mass.	7	Indian.	Perfect
H. L. Clark, Worcester, Mass.	4	Indian	Perfect
G. G. Crandall, Boston, Mass.	4	Thor	Perfect
S. Mover, Malden, Mass.	7	Merkel	Perfect
H. F. Hildreth, Somerville, Mass.	6	Merkel	Perfect
J. M. Hanchett, Boston, Mass.	4	Merkel	Perfect
J. J. O'Connor, New York City	4	Indian	Perfect
J. H. Moore, Providence, R. I.	7	Indian.	Perfect
J. D. Kimmond, Boston, Mass.	4	Merkel	Perfect

*50 minutes late at controls. †Broken handlebar.

ARMSTRONG AN UNCROWNED "KING"

Denverites Give Him Title for Defeating Hasha—Ten Track Records Broken.

By defeating Hasha, Seymour and all the lesser warriors who essayed to meet him on the battlefield, Earl Armstrong was invested with the title of "king of the Western motorcyclists" at the Tuileries track, Denver, Colo., on the 24th ult., and now is occupying the "throne." How long the new "king" who dethroned Hasha will reign is very uncertain, for motorcycle "kings" are enthroned and dethroned overnight these days. Armstrong seemed to have his Excelsior in great form, for he trimmed everything and everybody, but his most notable accomplishment, in the eyes of the 5,000 spectators, at any rate, was his defeat of Hasha and Seymour in a five miles race after a fierce struggle. The race was decided in the second mile, when Armstrong assumed the lead and never was headed. Hasha and Seymour stayed to the finish, which was alleged to have been Hasha's first offense at finishing other than as a winner, but at any rate he declined to ride any more that night, and his match with Armstrong was scratched.

Armstrong also won the Colorado sweepstakes, at 10 miles, and was stated to have broken all local track records from one to 10 miles during the evening. He covered the distance in 7 minutes 5 seconds, with Ray Seymour, on an Indian, second, and Boyd, also on an Indian, third. Swartz was substituted for Hasha in a match with Armstrong, but the latter simply toyed with him. When Armstrong decided that he would not win any more events during the evening the others had a chance. Renel won a five miles invitation in a blanket finish from Boyd, King and Swartz, and Boyd won a match with Swartz. The summary:

Five mile open—Won by Armstrong (Excelsior); second, Hasha (Indian); third, Seymour (Indian). Time, 3:26.

Ten mile, Colorado sweeptsakes—Won by Armstrong (Excelsior); second, Seymour (Indian); third, Boyd. Time, 7:05.

Five mile match, Armstrong vs. Swartz—Won by Armstrong.

Five mile invitation—Won by Renel; second, King; third, Boyd.

Five mile match, Boyd vs. Swartz—Won by Boyd.

When They Can't Win 'Em They Steal 'Em.

American amateur motorcycle champions seem to be particularly unfortunate in the matter of holding on to their hard won silverware. First, Walter Goerke, while laid out with a broken leg last spring, was cheered one day by the receipt of the "glad" news that nearly all his prized cups, aggregating several hundred dollars in value, had been stolen from the store of a dealer to whom he had loaned them for exhibition purposes. Goerke to this day never has seen or heard of them nor does he expect to. Now Frank Hart has had a taste of the same misfortune. Hart has had his $700 worth of cups, representing a part of this season's winnings, on exhibition at the New York branch of the Goodyear Tire & Rubber Co. for several weeks. On the 23rd ult., some one got into the store, which is at Broadway and Sixty-fourth street, and carried off all of Hart's silverware, including the big Bosch championship and Standard Welding cups, which he won at Buffalo. The thieves also carried off some tires and ransacked all the desks in the store. Hart walked into the store last week to take home his prizes and learned that they had been stolen. The company had kept it quiet in the hope of getting some clue to the thieves, but silence has not produced any results from the "gum shoe" men as yet. The cups were not insured.

Motorcyclists Outshine Aviator.

The motorcycle races by amateur riders at the big aviation meet at Nutwood Park, Dubuque, Ia., September 28th and 29th, were pronounced more exciting than those run on the same track by a number of the best-known professionals in the country a short time ago. The cycling races preceded the flight of Aviator Beachey in his aeroplane. Edgar McCheney, whose recent racing achievements have placed him among the foremost riders in Iowa, made the mile course on his Indian motorcycle in 1 minute and 5 seconds in the face of a pelting rain, with the track so wet there was perpetual danger of skidding at the turns. This brought him into temporary possession of the cup of the Dubuque Motorcycle Club. He will be obliged, however, to defend the possession of the trophy in two more contests this fall, since three successive victories are required to insure permanent ownership.

The races were witnessed by over 3,000 spectators from many points in Eastern Iowa, despite the fact that the skies showered down rain practically the whole day. A thrilling feature of the afternoon's program was a race between Aviator Beachey and five motorcycles. The aeroplane passed over the goal two hundred yards in the lead.

Stolen Machine Found Abandoned.

The Motosacoche stolen from Mr. J. W. Gibson, the president of the Toronto Motorcycle Club, early this season has turned up. The report was heard that an abandoned machine was lying in a barn near Thornhill, Ontario, which is sixteen miles from the city, and upon investigation it was found to be the missing motorcycle. It had been in the farmer's possession for six weeks.

NEW YORKERS LEAD AT OLYMPIC

Buckingham Takes Two Firsts—Champion Hart Furnishes Thrills—Constant Defeats Drummond.

Although he had a faster machine, Percy Drummond, of Newark, N. J., was beaten by J. U. Constant, of Brooklyn, N. Y., the 10 mile national champion, in the final heat of their match at Olympic Park, Sunday, 8th inst. Drummond drew a good lead at the start, and it looked as if he would make a runaway, but Constant did some great work, which offset the gains that Drummond made in the stretches. Constant won out by a very close margin, Drummond hanging onto his rear wheel to the end. The distance was three miles. The result of their four meetings is that Constant has won two, lost one and fell in another, the latter being claimed by Drummond.

The meet, which was held by the New Jersey Motorcycle Club, was the best that has been put on at Olympic Park this season, as far as a star bill was concerned. Frank Hart, the amateur champion, also was on hand and, strange to say, was beaten, and stranger still, the shutout occurred in a handicap, in which Hart had 90 seconds allowance. He is a more familiar figure on scratch. Hart started in this race with a machine which had "gone stale," which accounts for his accepting a handicap and being beaten withal. Constant did some fine work in this race, the feature event of the meet. Joseph Buckingham, also of New York, was third.

Hart managed to capture a five mile handicap for non-winners from scratch, while Buckingham took a four mile handicap and the novelty race. William Pierson, winner of the private owners' handicap, was the only Newarker to figure among the winners, the New Yorkers capturing all other events. Hart's spectacular riding was the big thrill producer of the meet. The summary:

Five mile handicap, 50 inch class, non-winners at Olympic Park this season—Won by Frank Hart (scratch); second, Joseph Buckingham (0:45); third, Carl Segelbach (0:45). Time, 6:10.

Five mile handicap, 50 inch class, private owners—Won by William Pierson (0:25); second, Fred Struckmeyer (1:00). Time, 6:20.

Four mile handicap, 30½ inch class—Won by Joseph Buckingham (scratch); second, Watson Kluczek (scratch); third, William James (scratch). Time, 5:37⅘.

Novelty race, 50 inch class—Won by Joseph Buckingham; second, Fred Struckmeyer; third, Andrew Dupont. Distance, 1½ miles. Time, 2:00.

Three mile match, J. U. Constant vs. Percy Drummond—Won by Constant. Time, 3:39.

Fifteen mile handicap—Won by J. U. Constant (scratch); second, Frank Hart (1:30); third, Joseph Buckingham (1:40). Time, 19:02⅕.

Toronto Club Through With Racing.

To offset the tendency of overdoing motorcycle racing the Toronto Motorcycle Club has decided to issue no more sanctions for races this year. To further bind the riders a special ruling has been passed that any riders taking part in an unsanctioned event will be suspended for one year. All summer every society or club putting on a meet has included a motorcycle race or two on the program and the club has been willing to allow its riders to compete upon the payment of the $2 fee.

The club held a successful run to Niagara Falls and return on Sunday, October 8th, 25 riders taking part. The first reliability run of the club will be scheduled for Sunday and Monday, October 29th and 30th, the latter date being Thanksgiving Day in the Dominion of Canada. The point of destination will likely be London, Ontario, some 200 miles from Toronto.

On Thanksgiving Day, October 30th, the Motorcycle scout corps of the Canadian militia will report for duty at the annual sham fight near Toronto. This will be the first time that a motor two-wheeler has been called upon to take part in the maneuvers, and it is expected the "gatling guns" of the Toronto M. C. members will be enough to turn the tide of battle.

It is possible that a couple of invitation motorcycle contests will be run off on the holiday in connection with an automobile racing meet at the Exhibition two-lap dirt oval at Toronto.—W. M. G.

Wolters Came, Saw and Conquered.

News of "Joe" Wolters's homecoming to Denver, Col., caused an exodus of most of the stars who have been having things their own way there, and when Wolters arrived for the Tuileries meet on Sunday, 2d inst., there were few of the men on other teams to meet him. Hasha, Seymour and others had decamped. With a small field Wolters naturally had things his own way and lost but one event, in which Armstrong showed him the way to the tape. In the other events Armstrong was a consistent second, so it is just possible that Wolters let Armstrong win one event as a consolation. Wolters also clipped a fifth of a second off the local mile record, the new figures being 40⅘ seconds. The summary:

Ten mile open, professional—Won by Armstrong; second, Wolters; third, Fleckenstein. Time, 7:22.

Five mile handicap—Won by Wolters (scratch); second, Armstrong (scratch); third, Fleckenstein (one-third mile). Time, 3:30½.

Five mile sweepstakes, professional—Won by Wolters; second, Armstrong; third, Schwartz. Time, 5:12⅖.

Five mile open, professional—Won by Wolters; second, Armstrong; third Fleckenstein. Time, 4:32⅗.

Five mile match, Fleckenstein vs. Schwartz—Won by Fleckenstein. Time, 3:50.

One mile against local track record of 41 seconds—Wolters (Excelsior). Time, 0:40⅘. (Track record).

Toronto Club Must Pay High Rental.

The authorities at Toronto, Canada, were not slow to see that the Toronto Motorcycle Club was in on a good thing with its race meets, and in future the use of the Exhibition half mile track will cost the club the modest sum of $100 on each and every occasion upon which a meet is held. A chair rental will also be charged. Up to the present time the club has secured the free use of the grounds. After specializing on race meets for a whole summer, the members of the club decided to hold something more sociable, and accordingly planned a club run to Guelph, a small center 73 miles from the city. Thirty-seven riders turned up for the ride, which took place on September 24th, and the outward bound trip was done in two and a half hours. The only accident happened to Captain Alex McLean, who lost five spokes when his chain snapped. On the return leg of the journey several of the members, including Herb Kipp, the Indian artist, could not resist the temptation of a little race, and so covered the 73 miles in 1 hour and 55 minutes. An innovation was the participation of two ladies in the run, side cars being the means of conveyance.

Decorated Motorcycles in Trenton Parade.

Motorcycles had a division all to themselves in the floral motor parade at Trenton, N. J., on the 4th inst. Four prizes were awarded to the following riders: First, Levi Holmes (Harley-Davidson), pair tires; second, M. Manglebaum (Excelsior), cigars; third, James Fenton (Harley-Davidson), 10 pound cake and 10 quarts of ice cream; fourth, Daniel Radice (Merkel), gauntlets. The machines were tastefully decorated and attracted considerable attention. Without a doubt Fenton was more pleased with his prizes than any of the others, and what a feast he and his friends must have had! The Central Jersey Motorcycle Club had charge of the motorcycle division in the parade.

Sticky Mud Fails to Stop Bowman.

Extended tours on motorcycles have really become an everyday occurrence, but the performance of Hart Bowman, of Lincoln, Neb., deserves more than ordinary attention. Leaving his home town on Friday, September 22d, he reached Chicago at noon on the following Tuesday. At Omaha he met Volney Davis, who is on his way to the Pacific Coast, and Davis endeavored to persuade him from continuing, saying that the wet weather had made the roads altogether too difficult to ride. Notwithstanding this discouragement Bowman continued on his way, but he found the going fully as bad as had been represented. In many places the streams were so deep that the water came above the wheel hubs, and on a number of occasions the water was thrown up by his wheel and the driving rain got into his carbureter to such an extent that he was obliged to remove it and pour the water out. On one day he performed this operation four times.

The sticky clay of Iowa made the going particularly bad, and it was a frequent occurrence to have his hind wheel so clogged with mud that it could not be turned.

Leaving Chicago on Wednesday evening, September 27th, Bowman made Springfield at 6 p. m. on October 3d. Besides the time spent in Chicago he stopped over one day in Cleveland and was obliged to lay over half a day in Le Roy, N. Y., to dry out his magneto, which had become saturated with water.

When coming into Rochester Bowman was attacked by a bulldog, and in making a quick turn to avoid the animal he ran over a collie dog, which, unobserved, was making a counter attack from the other side. The result was a bad spill for Bowman, who was knocked unconscious and spent three hours in a hospital. He learned he was the second rider to have trouble with this particular collie, the other party sustaining a broken arm, but from all reports the collie is still making trouble.

Over such treacherous roads it is not surprising that Bowman sustained many falls, but besides broken pedal pins and a bent handle bar no damage was done to man or machine, except in the spill in Rochester, and both arrived in Springfield in fine condition.

Sixteen Join Providence Motorcycle Club.

Nine new members and two new members and five applications for membership is the record of the Providence (R. I.) Motorcycle Club for the last two meetings respectively. Scarcely a meeting passes but new members are elected or applications received and as a result the club is the largest and most prosperous in New England.

De Palma Caught by Fleet Two-Wheelers.

Ralph De Palma, the automobile racer, and former motorcycle racer, paid a compliment to the motorcycle police of Jamaica, L. I., who arrested him for speeding the other day after a chase of a mile and a half, by stating that it was the first time a motorcycle was able to overtake him. De Palma was on his way to the aviation meet when the officers spotted him. He tried to shake them off, but they hung on and finally overhauled the fugitive. De Palma was served with a summons to appear in court.

CUT-OUT CAMPAIGN BEARING FRUIT

Resolutions Against Its Use, Passed or in Contemplation by Clubs Throughout Country—Support from Makers.

That the campaign against the use of the muffler cut-outs on motorcycles is receiving nation-wide attention is evidenced by the number of letters received at the office of the Bicycling World and Motorcycle Review from manufacturers, dealers and riders, endorsing the action against the cut-out fiend, and further by the newspaper notice in the news and editorial columns regarding the agitation. The Bicycling World and Motorcycle Review has sent out during the past ten days nearly 300 copies of resolutions condemning the use of the cut-out and calling for the various clubs throughout the country to appoint committees to prepare for presentation to the various legislative bodies proper laws against the open mufflers on the public streets. These resolutions were passed unanimously, after much favorable comment, at the meeting of the New England District, Federation of American Motorcyclists, held at Providence, R. I., on Saturday evening, October 7th, and on Tuesday evening of this week the United Cyclists' Association, the new national organization of motorcyclists and bicyclists, ootk similar action at their meeting, held in Brooklyn, N. Y. The resolutions passed at the latter meeting assured even more actual results by the fact that they called for the appointment of a committee to prepare and see that a favorable law against the open muffler was passed at the earliest possible moment, and such a committee was appointed. Many of the F. A. M. affiliated clubs and other organizations have already passed similar resolutions and the newspaper comment on this action has always been praiseworthy. The resolutions in full are as follows, with the blanks where the names and cities of the various organizations are inserted:

Whereas, we, the members of the ——— Club, affiliated with the Federation of American Motorcyclists, stand for the improvement of motorcycling in every phase and the protection of motorcyclists, and

Whereas, we consider that the use of the muffler cut-out on motorcycles is the greatest hindrance to furthering the sport, causing at all times a wrong impression to be given the general public and causing motorcycling in general to be considered as a nuisance, and

Whereas, we realize that unless the Federation of American Motorcyclists shall, of their own accord, present to the various legislative bodies throughout our country a suitable law against the use of the cut-out, particularly in the streets of our cities, that these legislative bodies will themselves prepare a law which might be, instead of a help, a hindrance to the general sport, be it

Resolved, that we, the members of the ——— Club in the city of ———, State of ———, on this ——— day of ———, 191[1], request the Legal Action Committee to prepare a proper law on the aforesaid subject and take means to have this law enacted in the various legislative bodies, and be it further

Resolved, that we condemn most strongly the use of the cut-out, consider it unnecessary and will do everything in our power to prevent its use hereafter, and be it further

Resolved, that the various clubs, of which we are representatives, be requested to take similar action by having a copy of these resolutions presented and passed at a regular meeting and that every member of said clubs being found guilty of using the cut-out, upon the first offense shall be fined by the club, and upon a second offense, dismissed from its membership; and be it.

Further resolved that a copy of these resolutions be inscribed on the minutes of this meeting and sent to the various trade and newspapers.

The following letters and comments speak for themselves:

Editor Bicycling World:

Sir—By all means let's "cut out the cut-out," as you put it. But don't you think it can be done without asking our City Fathers to make laws on the subject. In my experience of 28 years with riding bicycles and motors, it seems to me that when Aldermen, Councilmen and legislators start making laws that they don't know when to stop, with the consequence that they go too far. It is difficult enough now to observe all the street and crossing rules of the city. And the fines are extreme for a motorcyclist to stand. So I say let's try to control our motors without more laws.

It is not necessary for most motorcyclists to open the cut-out to "time" his motor or adjust the carbureter. When adjustments get so bad that one cannot get it right without a cut-out, by all means disconnect the exhaust pipe at engine and do it right in less time.

So to my mind the solution of the thing is for the manufacturers to cut out the cut-out on touring machines. Don't give a baby a rattle and then ask him not to rattle it. Often there seems to be no increase in speed with cut-out open, as noted on speedometer. Indeed, with many machines the motor has been noticed to go faster with cut-out closed, because of the suction effect created by long exhaust pipes. If enough of us ask the manufacturer to omit the cut-out I think he will do it.

The fellow who takes out the inside of his muffler is the exception. He has "tinkeritis" and will be over it in a year.

Thanking you for your efforts for silence I am sincerely,

CHARLES E. MINNEMEYER.

The Wagner Motorcycle Co. makes the following statement:

"We are thoroughly in accord with the general movement tending toward the abatement of the open muffler nuisance. We have read with interest the editorial in the Bicycling World, September 16th issue, and while our views in regard to this subject coincide entirely with yours, nevertheless we hardly feel that it would be possible to omit the muffler cut-out entirely on future models.

"As explained by one manufacturer, the use of the cut-out is practically necessary at times in making carburetor adjustment and in detecting a skip in the motor at high speed, but we do believe that by suggestions, editorially and otherwise, and by the co-operation of the manufacturers with the F. A. M. in their efforts in this direction the riding public may be educated to the point, and that shortly, where they will appreciate that the use of the cut-out, except for the purposes intended by the manufacturer, shall be considered not only a public offense, but a display of ignorance on the part of the rider and an example of his total disregard of the sentiment of not only the non-riding public, but the great majority of the vast army of his fellow riders."

W. A. Johnson, sales manager of the Pierce Cycle Company, says:

"We wish it were possible to entirely eliminate the muffler cut-out. Unquestionably it is destructive to the best interests of motorcycling. As manufacturers we are placed in a position of being compelled to supply the cut-out because of the clamor of the dealers and riders. We do not consider that the increase in the efficiency is at all necessary in our model. If the riders would use the cut-out for its legitimate purposes no great objection would be brought against it. Every self-respecting motorcyclist should refrain from using the cut-out in traveling through the cities or villages, or even in the country, unless they have strict use for it.

"If the present abuse of the cut-out continues there is no question but that all manufacturers will combine to eliminate this feature from motorcycle construction. One of the first concerns to eliminate the cut-out would be the Pierce Cycle Co."

New Always-in-Sight Location for Watch.

Frank Kerr, the well-known Toronto Indian rider, has found the best place of all for a watch on a motorcycle. His machine bears a large automobile lamp and upon the back of this headlight Kerr soldered a metal pocket, into which he slips his timepiece. The ticker is thus ever before his face.

CALIFORNIA'S BIG BARBECUE

1,500 Motorcyclists Gather at Cresta Blanca—Boost 'Frisco for 1915 F. A. M. Meet.

Northern California turned out the largest motorcycle gathering in its history on Sunday, 24th ult., when members of the San Francisco, Oakland, Stockton, Sacramento and San Jose Motorcycle clubs, 1,500 strong assembled at Livermore and Cresta Blanca for their first annual reunion and barbecue. There were over 1,000 machines in the gathering, and tandem parties were numerous. Strangely enough, there was but one lady motorcyclist in the huge gathering, Mrs. F. E. Karslake, of San Francisco. That is, one who rode a machine alone. There were many other members of the fair sex present, but they were tandem passengers. In fact almost half of the machines had "two up."

The San Francisco club turned out 400 strong, the Oakland also duplicated this showing of their brethren across the bay, and those two clubs rode in a body to Mission San Jose, where they were joined by the San Jose riders, over 200 in number. The remainder were contributed by the Stockton and Sacramento clubs and riders from other smaller towns. The riders rode into Livermore four abreast, the long pageant being unlike anything ever before witnessed in that section. The town flagpole in Main street was the rendezvous, where the motorcyclists formed in a hollow square and panorama pictures were taken.

At Cresta Blanca an elaborate banquet was prepared, but unfortunately the food supply ran short and many had to go hungry until they returned to Livermore. After the barbecue races had been planned on the main street, but owing to the late arrival of several riders who had entered many of the events were called off. Two races were run, a 14 mile club race, which was won by A. Sharkey, of the Oakland Motorcycle Club, on an Excelsior twin, in 18:49, and a single cylinder class over the same course, in which E. Martin, also of the Oakland club, was returned the winner. Difficulty in keeping the course clear interfered with the riders and prevented faster time being made. The prizes for the scratched events will be used for future race meets.

Great enthusiasm was manifested by the motorcyclists over the novelty of the affair and greater plans are contemplated for next year's gathering. The reunion was the idea of G. H. Robinson, captain of the San Francisco Motorcycle Club, who was elected colonel of the carnival. His assistants were the following club captains: E. C. Kehl, Oakland M. C.; W. J. Rundle, Stockton, M. C.; C. R. Reed, San Jose M. C.; R. E. Hawtrez, Sacramento M. C. One of the prime objects of the reunion was to earn recognition for San Francisco's bid for the F. A. M. meet in 1915, during the Panama-Pacific Exposition. At Livermore the Monarch Oil Refining Co. erected a supply station and filled tanks gratuitously. During the afternoon and evening the visitors enjoyed dancing in the local opera house.

Marylanders Go Chestnutting.

The members of the Maryland M. C. of Baltimore are extremely fond of chestnuts. This being so they gathered together last Sunday morning and, led by Captain Gault, went off on a run into the Green Spring Valley, where it was rumored the succulent nuts were to be found in profusion. When the crew reached their rendezvous they were taken in tow by Duke Richardson, who pointed out the trees and complacently watched while the motorcyclists skinned the trees bare. They then took to the road again and were home early in the afternoon with bags of chestnuts to show to their relatives and admiring friends. The prize offered for regular attendance at the Sunday runs tended to bring out a good crowd.—C. F. Y.

Rain Washes Detroit Card.

After rain had caused their postponement the weather man again turned his marine artillery on the Michigan State Fair at Detroit on the closing day, 27th ult., and necessitated the calling off of the motorcycle races scheduled.

HOT TIMES IN SUNNY ALABAMA

DeRosier and Stubbs Fight at Birmingham —Balke and Hasha Gather the Money.

Chicago having no further attractions for them now that the motordrome has put up the blinds until next spring, DeRosier, Balke, Hasha and Mitchel are doing the country visiting the State fairs and picking up any easy change that they are able to separate fair committees from for the privilege of seeing the "world's daredevil motorcyclists" in action. This quartet turned up in Birmingham, Ala., last week for the Alabama State fair, which opened on the 5th and coninued to the 14th inst.



PART OF THE 1,500 MOTORCYCLISTS AROUND THE TOWN FLAG AT LIVERMORE

Birmingham is the stamping ground of Robert Stubbs, the Southern idol, and naturally "Bobby" was on hand to defend his laurels. He not only defended them on the track, but off the track as well, and the end is not yet. DeRosier had poor luck, his machine refusing to start on several occasions, but whenever he did get going he managed to win easily, save on one occasion.

On the first day, Thursday, 5th inst., a five mile professional, with two preliminary heats at three miles was run. Balke and Hasha clashed in the opening heat, and Balke had a gift, as Hasha's machine was away off form. There was more action in the second mill, with DeRosier, Stubbs and Mitchel as the combatants. DeRosier beat Stubbs by a small margin, and

Mitchel was third. In the final DeRosier was left at the tape, and Balke won in a canter after leading Stubbs all the way.

Friday, 6th inst., saw even better racing, a 10 mile bout between Balke and Stubbs being the feature. Balke led all the way and Stubbs beat Mitchel. In a three mile preliminary Balke beat Hasha, and in a similar event DeRosier again was left at the post, Stubbs and Mitchel fighting it out. Stubbs forced a lead, but Mitchel tried hard to close the gap and there was some desperate fighting to the finish, Stubbs winning by half a second.

Hasha got down to business on Saturday, 7th inst., and won his heat and the final of the five mile event. He beat Balke in the three mile preliminary, leading all the way, although Balke always was close behind. The second heat brought together DeRosier and Stubbs. DeRosier got a bad start, as usual, but managed to get under way and then picked up Stubbs and won easily. The final between Hasha, Balke and Stubbs promised to be a hair raiser, and it was, but in an unexpected way. Hasha left his old team mates way in the rear and won hands down, Balke beating DeRosier for second. During the race a football game was in progress in the infield and while Balke was coming down the stretch one of the players ran in front of him. Balke shut down to avoid a collision, but it made no difference, for Hasha already had the race won.

The real fireworks of the meet, however, occurred on the 6th, after the races. Naturally since DeRosier and Balke switched to the Excelsior, there is no love lost between them and their old Indian racing pals. The trouble started, it is alleged, by derogatory remarks made by Mrs. Stubbs to DeRosier when he was coming off the track after being unable to get his machine started. DeRosier, so runs the story, "got hot under the collar" over what he claims were insults by Mrs. Stubbs, and called Bobby to account later. The upshot was that the pair mixed it good and plenty, and Jake got the worst of it.

DeRosier alleges that five of Stubbs'; friends helped him and someone used a blackjack or brass knuckles on him and nearly fractured his skull. It is hinted that Jake is going to bring suit against Stubbs for assault and battery. He was reported to have said that the whole fracas was cooked up to scare him and Balke out of the notion of continuing their Southern tour. He also is alleged to have said that Referee Gresham was taking Stubbs' side and that birmingham was an "Indian town," where no other riders could get a square deal. As previously remarked it is quite plain "that the end is not yet." The summary:

Thursday, October 5th.

Five mile professional—First heat, three miles. Won by Charles Balke (Excelsior); second, E. Hasha (Indian). Second heat, three miles. Won by Jake DeRosier (Excelsior); second, Robert Stubbs(Indian); third, Arthur Mitchel (Thor). Final, five miles. Won by Balke; second, Stubbs. DeRosier stalled at start Time, 4:41.

Friday. October. 6th.

Three mile professional—Won by Balke (Excelsior); second, Hasha (Indian). Time, 2:49.

Three mile professional—Won by Stubbs (Indian); second, Mitchel (Thor). DeRosier stalled at start. Time, 2:32½.

Ten mile professional—Won by Balke; second, Stubbs; third, Mitchel.

Saturday, October 7th.

Five mile professional—First heat, three miles. Won by Hasha (Indian); second, Balke (Excelsior). Time, 2:37½. Second heat, three miles. Won by DeRosier (Excelsior); second, Stubbs (Indian). Final, five miles. Won by Hasha (Indian); second, Balke (Excelsior); third, DeRosier (Excelsior). Time, 4:25.

This Should Boost the F. A. M.

Attractively illustrated, and "a live wire" typographically and editorially, the new F. A. M. booklet just prepared and issued by the chairman of the membership committee, setting forth the objects of and advantages of membership in the organization, is a powerful argument that should be a factor in recruiting many new members. The booklet is of handy vest pocket size, contains 24 pages of "meaty" F. A. M. facts, and is printed on good paper. Chapters with clear and interesting illustrations are devoted to racing, touring, good roads, clubs and official repair shops. The workings of the legal action committee also are defined and a full list of national and district officers is given. A request to the chairman of the F. A. M. membership committee, Bangor, Me., will bring the booklet on the jump.

"One Machine" Events Disapproved.

Concerning alleged attempts of race meet promoters to program events favoring some special make of machine, and to get these "jokers" by the F. A. M. Competition Committee, Chairman Thornley says:

"I wish to call the attention of promoters, riders and the trade to what I consider a most contemptible effort that is being made all over the country to violate the rules and precedents of the F. A. M., and to put the Competition Committee in a most unsavory light. I have reference to a persistent and continued effort that is being made to have one or more events or time trials in various meets restricted to single cylinder under 50 cubic inches. This is an unfair discrimination in favor of one make of machine, without proper opportunity being given other manufacturers to meet such conditions.

"While the F. A. M. is glad and willing through its competition department to advertise the sport of motorcycling and the industry in general, it is unalterably opposed to advertising any special make of machine. If the F. A. M. chooses to establish a class for single cylinder machines under 50 cubic inches I would have nothing to say and would have the right to say nothing, but as long as the rules are as they are I feel it is my duty to put a stop to this thing wherever it shows up.

"Nevertheless it is a continual source of annoyance to have to scrutinize every entry blank that is sent into this office for fear that something of the sort may escape my notice. I try to be fair to myself, and like to have square dealings with square people, and while I am perfectly willing to scrutinize entry blanks for inadvertent errors, I feel that it is asking a little too much of me to be required to continually scrutinize entry blanks as though I were dealing with a lot of lawless sharpers."

Columbus After F. A. M. Meet.

Columbus, O., wants the 1912 F. A. M. meet. To that end the Columbus Motorcycle Club has appointed a committee of 12 to see the local Chamber of Commerce and business men and solicit their aid in bringing the meet to that city. The city is the capital of the State, has over 600 riders, a fine dirt track and a live club. The club committee already is preparing campaign literature telling why they want the meet, and this will be sent to all clubs in the State, together with a request that they lend all assistance possible to help bring the meet to Columbus. Motorcyclists who were in Columbus on the 1902 F. A. M. endurance run, which stopped in the capital city over night and who have taken in the club's race meets testify that it is a real lively town that makes a fellow regret to leave it, and in consequence there are many who have enjoyed Columbus hospitality, who want to see it get the meet for 1912.

New Blood Tries to Save Aberdeen Club.

Reorganization of the Aberdeen (S. D.) Motorcycle Club has been effected, and considerable new blood infused into the administration of its affairs, through the election of new officers, as follows: Oscar Olson, president; E. Oderkirk, vice-president; G. E. Petrick, secretary; John Harrison, treasurer; Peter Burkhardt, captain; Donald Dent, first lieutenant; Carl Anderson, second lieutenant. The "vim" meeting was an enthusiastic one, and from all signs the club promises to be among the "live ones" henceforth. The club also voted to affiliate with the F. A. M.

Enter the Owego Montorcycle Club.

Motorcyclists of Owego, N. Y., have formed the Owego Motorcycle Club. The officers elected are the following: William Hallstead, president; Willis Sayre, vice-president; J. A. Franz, secretary; William E. Strong, treasurer; Willis Snyder, captain.

Bicycle Road Race for World's Olympic Games

Amateurs of All Nations Invited — America's Opportunity — Riders' Prospects — The Need of Support from All Loyal Followers of Cycling — Now's the Time — What's the Answer?

The official program of the Olympic games at Stockholm, Sweden, next year has been issued, and along with a general athletic competition it shows there will be an event for bicyclists. The race will be on the road for a distance of 200 miles around Lake Malar. Each competitor must be registered as an amateur, with a controlling body having an alliance with the Union Cycliste International. Insofar as concerns cyclists of the United States, the National Cycling Association is that affiliated controlling body.

The race will be partly individual and partly team race, scoring in both divisions will be done simultaneously. The contestants will start singly at intervals of three minutes. The maximum number of competitors allowed to each nation is twelve. Prizes in the individual competition will be gold, silver and bronze Olympic medals for first, second and third, respectively. Every non-prize winner whose time does not exceed that of the winner by 25 per cent. will receive a special diploma of merit.

The team competition will be so arranged that the best four from each nation will be considered to form a team, and the total time of the four shall decide. Nine riders may be entered by each nation in the team competition; six to start, three to be held in reserve and the score of four to count in the determining the order of finish. The winning team will receive an Olympic diploma and each member a silver gilt Olympic medal. To each member of the second team a silver Olympic medal, to the third team individual bronze Olympic medals.

Entries close June 7th, 1912. Start of the race, 2 a. m. Sunday, July 7th, 1912.

Now that the program for the quadrennial recurrence of the world's Olympic games next July, at Stockholm, Sweden, has been announced, it is fit and timely that all those interested in the sport of cycling in this country give their serious consideration to the question of the formation of a bicycle team to represent the United States in those games.

The executive committee of the American Olympic Committee has started energetically on the campaign to secure the $50,000 required for the expenses to have this nation properly represented in all branches of sport. Each sport's controlling body is enlisted in the endeavor to finance their respective teams, and in addition public spirited contributions to the general fund are being received from men prominent in financial and business circles.

Heading the list is the subscription of $1,000 by Colonel Robert M. Thompson, president of the American Olympic Committee, also president of the New York Athletic Club; J. Pierpont Morgan, $500; the Amateur Athletic Union, $1,000, and the Metropolitan Association of the A. A. U., $500. Julian W. Curtiss, treasurer of the Olympic Committee, also stated that he had received from Everett C. Brown, of the Chicago Athletic Association, and Edward E. Babb, of the Boston Athletic Association, letters to the effect that both of these clubs would take up actively the question of contributions to the fund.

When preparations were in progress for the Olympic games last held in London, during July, 1908, interest in the cycling team was sadly lacking, and it was only with the most strenuous efforts during the final few weeks that a team of two men was provided for and sent. That America was represented in the bicycle races was due almost wholly to the untiring energy of Harold J. Dibblee, a New York enthusiast, who had no other interest in the matter than his love for the sport.

With a foresight born of his former experience, Mr. Dibblee has again taken up the matter and has suggested that a subscription list to provide, in part at least, for the expenses of a bicycle team, be started and promoted in the columns of the Bicycling World and Motorcycle Review.

According to figures at hand it may be safely estimated that about $250 per man will be required. In all probability it will not be necessary to raise the entire amount, as some assistance will be given from the general fund. Nevertheless the earnest efforts of all connected with the sport should at once be engaged in the furtherance of any plan devised to support this patriotic demonstration to the country and the world at large, that cycling is indeed returning, if not already firmly replaced and steadily increasing in popular favor in the United States.

The conditions and provisions under which the forthcoming race will be run are such that will be particularly favorable to riders from this country. Practically all possibility of adverse teaming will be eliminated. It was virtually the overwhelming odds in favor of the much larger teams against which it competed and the lack of preparation that contributed so largely to the displacement of the American team in the finals at the London games.

The last events were run solely on the track, while the coming race will be on the road and will be run in such a manner that all will have an equal chance. Riders in this country have always been the leaders in long distance competitions, such as six-day races, and though the distance in prospect, 200 miles, is rather more than is traveled in amateur competition in this country, the fact remains that time and time again have our long distance professionals, who have risen from the amateur ranks, defeated the pick of all other countries.

The rapid increase in recent years of road racing and the remarkable times recorded in all sections of the United States would tend to strengthen the opinion that the question of ability is one of secondary importance. As to determining the representatives it is suggested that a series of local try-outs be held by the various clubs and a plan is now under consideration to be evolved later for elimination trials to take place during the early spring of next year. Correspondence is invited for publication, embodying suggestions for plans to assist in promoting the subscription list.

Seashore Dealer Stirs Enthusiasm.

To announce his return to the bicycle sport and to let the "natives" see that the bicycle is very much alive, as he puts it, Charles Augustus Van Doren, the Atlantic City (N. J.) "live wire," promoted a race with start and finish in front of his store on Atlantic avenue. Two and one-half hours was the time allowed in which to complete the 35 miles journey of the race and qualify for one of the handsome medals offered to all who finished within the time prescribed.

Nineteen started, of whom six received medals. Their names, time and order of finish was as follows: Tony La Rosa, 1 hour 45 minutes; J. B. Butler, 2 hours; Joe Geiger, 2 hours 27 minutes; A. Gelone, 2 hours 28 minutes; Ed Shoemaker, 2 hours 28 minutes 30 seconds; Joe Walters, 2 hours 29 minutes. As noted in these columns recently Van Doren has only just re-entered the retail trade at the famous seaside resort, after an absence of several years. He had in the past conducted a number of road races. That his return to the city is appreciated was amply attested by the fact that crowds lined the street and automobile parties covered the greater part of the course to better view the contest, the first opportunity of the sort they have had since previous to Van Doren's departure. The officials were: Starter and

timer, C. A. Van Doren; judge and referee, W. Van Kirk; checker and assistant referee, James League. Fred Kyte, flying a la motorcycle, saw to it as patrol that none of the contestants accepted outside pace.

Besides the tandem race closed to members and the match race between the two first tandems and the best four single riders for members, the C. R. C. A. field day at Guttenberg track on October 22d, the many events that are scheduled to take place have already interested quite a few riders by the way the acceptances to the invitations received to date tend to show. The main attraction of the day will be an unlimited pursuit race between teams selected from each club in the Metropolitan section, composed of four men, the trophy to be competed for will be a club shield.

A special challenge has been issued by the members, Polacsy and H. Lilienthal to race any two man team on the track that day. The teams that are in training for the tandem race are composed of the following riders: Polacsy-Baker, Carroll-O'Connor, Segal-Segal and Lightfine-Dean.

Cycle Touring is Popular in Canada.

Despite the advance in the motorcycle sport in Canada considerable bicycle touring is witnessed.

Recently two Detroit bicycle enthusiasts, W. Dunfield and J. Herreschoff, employes of the Morgan & Wright Tire Co., wheeled to Toronto from the City of the Straits, using an old C. W. A. road guide, which they found to be still practicable, even as to quality of road over which they had to travel. They were making a two weeks' tour of the Province and paid a call to J. R. Holden's "Nobby Tread agency" while in Toronto.

Two Toronto riders, H. G. Martin and A. S. Bowers, recently set out on a trip through New York State, using the pedal-pushed wheel as a means of transportation. Martin has made many bicycle tours during the last 20 years and still likes it.

Newport Waiter Caught Stealing Bicycles.

Exclusive Newport, R. I., with its "smart set" would naturally seem to be a paradise for a waiter, with tips so fat and frequent as to make him dizzy and concentrate his efforts on the pursuit of his profession, but tips must have been small for Arthur Venier, for Arthur decided to purloin a few bicycles to make up for what he wasn't getting over the table cloth. Unfortunately for Monsieur Arthur, however, the owners of the bicycles "tipped" the police that someone was stealing their bicycles, and while for some time the police were mystified, they finally found the scent and nabbed Arthur. It was three times and out for Arthur, and all three machines were recovered. Arthur pleaded guilty on all three counts and was taxed $10 and costs on each, making a total of $64.50. As Arthur didn't have the necessary amount he will liquidate his indebtedness in jail.

SNAPPY RACING AT THE VELODROME

Altered Program Provides Variety—Fogler-Root Invincible on Tandem—Clark and Goullet Defeat Kramer.

Radical changes in the announced program dispensed with the featured team race and motorcycle match race at the Newark Velodrome on Sunday, the 8th inst., and instead were run an open, a handicap and a tandem match race for the professionals and a motorcycle paced record trial by Elmer Collins and an exhibition by Jimmy Hunter in an endeavor to ride a mile in 60 seconds on the six lap saucer.

The tandem match race grew out of a challenge issued by the Bedell Brothers, Fogler and Root accepted it and Manager Chapman gave the Long Island brothers an opportunity to prove their claimed superiority on the two-seaters. But Fogler and Root demonstrated conclusively their mastery of tandem riding by defeating the Bedells in two straight heats. The first from a front position and the second from the rear. In the first heat both teams got away slowly, with Bedells trailing to the fifth lap, when they tried a jump, but were stalled off successfully by Fogler and Root, who won by a length. The second heat started in the same manner. At the start of the second lap the Bedells dropped down on the inside to the pole line and it looked for several laps as though they would be able to put the same stall over as had Root and Fogler in the first lap, but at the bell the latter team buckled down to business and it was all over except the shouting at half a lap to go, Fogler and Root going around and winning by a clear length.

Goullet, Hehir, Fogler, Lawson, Clark, Anderson, Kramer and Drobach clashed in the final of the mile open, professional. After the usual shuffle Kramer carried the pace slowly for three laps, then Clark spoke his little piece. In the fourth lap Hehir slipped through on the inside and began to warm things up by opening a 10 yard gap, which Clark closed. Anderson, riding in the string, jumped as soon as Hehir was overhauled in the fifth lap and kept going, and it was up to Hehir to bring the bunch up. At the bell Anderson was yet in front by a good margin, when Clark jumped out from third position and set sail for home, carrying Fogler, Goullet and Kramer with him. Clark was never headed, winning by half a length, and Goullet, Kramer and Fogler had a battle royal for second, finishing close together in that order.

A new wrinkle was tried in the two mile professional handicap, when the men usually placed under the 60 yard mark were penalized the corresponding distances behind scratch and the whole line moved back accordingly, retaining the usual intervening allotments with a total of 240 yards between Kramer, Clark and Goullet and the limit man, Ben Hill. Obviously the new method was tried to prevent the possibility of the limit men making a quick jump and thereby overhauling the scratch men in the most favored position on the track, and also to give the back markers the advantage of a start the full length of the stretch. But the long markers kept things humming from the crack of the gun and there was evidence early of a lack of co-operation on the part of the honor men, with the consequence that they and Hehir, from 30 yards penalty, quit at one mile. Fred Hill by an excellent ride from the tape and for the greater part of the journey alone managed to get in with the leaders at the bell. When the gong sounded Anderson (130) came out with the winning gallop, with Jumbo Wells (75) second and Fred Hill (scratch) close up for third.

Alvin Loftes again demonstrated his class by riding practically alone to close a 40 yard gap between him and the next man in the one mile handicap for amateurs, Ericson (30) having punctured in the second lap. With one lap to go 20 yards yet separated Loftes and the flying leaders. In a "do or die" sprint for the entire last lap, high up on the bank he nipped Morgan (150) at the tape. Ray Eaton (130) finished third.

The summary:

One mile open, professional—Won by A. J. Clark; second, Alfred Goullet; third, Frank L. Kramer; fourth, Jos. Fogler; fifth, Iver Lawson. Time, 2:40.

One mile handicap, amateur—Won by Alvin Loftes (scratch); second, George Morgan, Cleveland, O. (150 yards); third, Raymond Eaton (130). Time, 1:57⅖.

Two mile open, novice—Won by James Coole; second, Irving Rice. Time, 5:12⅘.

One mile, motor paced, trial again track record, professional—By Elmer Collins. Time, 1:12⅗. Previous record, 1:13⅘.

One mile invitation, professional—Won by Fred Hill; second, Ernest Jokus; third, Worthington L. Mitten; fourth, Norman Anderson; fifth, Walter De Mara; sixth, Floyd Krebs. Time, 2:07⅘.

Two mile open, Velodrome championship, amateur—Won by Alvin Loftes; second, Ray Eaton; third, Carl F. Ericson. Time, 4:32⅘.

Tandem match race, professional, one mile heats, Fogler and Root vs. Bedell Brothers—First heat won by Fogler and Root. Time, 2:53⅕. Second heat and match won by Fogler and Root. Time, 2:50⅗.

Two mile handicap, professional—Won by Norman Anderson (130); second, Jumbo Wells (75); third, Fred Hill (scratch); fourth, Ernest Pye (115); fifth, Jake Magin (130). Time 3:44⅖.

One mile motorcycle exhibition—By James Hunter. Time, 1:04.

Nineteen-Twelve Plans FOR THE Harley-Davidson Dealers

THIS year we have more to offer the public through our dealers than ever before. Not only have we increased the quality of our machines, but due to a larger output, larger purchasing power, and more modern machinery, we have been able to lower the selling price very materially. In addition to these two factors the Harley-Davidson 1912 machine has two new innovations. Two features which are not only unique, but exclusive. On these two features the Harley-Davidson dealer will have no competition.

These features are the Harley-Davidson "Ful-Floteing" Seat, and the Harley-Davidson "Free-Wheel" Control. In last week's issue of this paper we tried to tell you what these two features were. We say, tried, for no dealer or rider would believe us if we fully told the wonderful advantages of these two devices.

One of the editors of Motorcycling, who saw a demonstration and then tried one of these new models, said: "If you had told me I wouldn't have believed you, and to be candid, I wasn't fully convinced until I had ridden and tried for myself."

To the rider of the 1912 models the "Ful-Floteing" Seat means no more cedar block pavements, no more cobble stones, no more rough roads, every road a boulevard. No road is too rough to "beat it," for the "Ful-Floteing" Seat absorbs all the unevenness and the rider virtually floats over pavements he formerly took standing on his pedals.

The "Free-Wheel" control is the only free-wheel or free engine device made that can be used on a single cylinder motorcycle satisfactorily. Racing of the engine is unnecessary, it never grabs if thrown out, never jars in, and if in, never jars out. Easing in of the clutch, formerly so common, is unknown. The rider simply slams in the lever, and the clutch almost automatically eases itself, without stalling the engine or grabbing.

We know the advantages of these changes and features, and knowing them, we know their selling value. We realize that in a measure they will revolutionize the motorcycle industry. We know that when the American Public hears of and sees these changes there is going to be some drastic changes in the sales map. Furthermore, we are going to see that the American Public does know about these changes. Last year we expended twice the money spent by any other motorcycle company, telling the American Public about the Harley-Davidson, and bringing sales to our dealers. This year we will spend twice what we spent last year. Full pages, half pages, and quarter pages, will appear in the multitude of magazines and papers. The scope of the sales and promotion department has been broadened and every deserving Harley-Davidson dealer will be given the benefit of co-operation by these departments.

We realize that the sales of our dealers will be greater this year than ever before, and realizing this we are only going to replace and add on about two hundred additional dealers for 1912. To the dealer we would say, these changes and additions mean the possible chance for some dealers to obtain the agency for the Harley-Davidson. To you, we would say, regardless of conditions, file your application. If there is a possibility of our adding you or your firm to our list of dealers, we will write you to come to the factory. Then, when you have seen and ridden the new Harley-Davidson, when you have realized its sales possibilities, then, and then only, you will realize what the 1912 Harley-Davidson will mean to the Harley-Davidson dealers.

To assure a prompt reply, all inquiries should be addressed to the Harley-Davidson Motor Company, Desk "C."

Harley-Davidson Motor Company

121 C Street Milwaukee, Wisconsin

YANKEE FLYERS INVADE AUSTRALIA

Stars Lead Exodus That Promises to Deplete Madison Square Garden Race—First Lap of World-Girdling Tour.

Being the first to respond to the lure of Australian gold, A. J. Clark, Iver Lawson and Worthington L. Mitten, three well-known American professional cyclists, signed up contracts last week with J. D. Williams, of the J. D. Williams Cinematograph Co., of Australia, to ride in the two six-day races that are to be run in Melbourne and Sydney early next year. Clark is a native son of the land of the kangaroo, but has made his home in this country for



IVER LAWSON

four years and has also taken out his naturalization papers here. All the followers of the cycling sport in his native country are particularly anxious to see Clark ride, as at the time of his departure for this country he was just beginning to develop, under the tutelage of the masterful Macfarland who claims to have discovered him, , that phenomenal speed which has since earned for him such a wonderful reputation and which has placed him second only to the great Kramer, for whose championship crown Clark has been for the past three years a most persistent and aggressive contender.

Iver Lawson will also undoubtedly meet with a warm reception, as this former world's champion and inveterate globe trotter is almost as well known abroad as at home, naturally in the course of his extensive wanderings he has ridden many races in Australia, where he has legions of friends and admirers.

Worthington Longfellow Mitten is a native of Davenport, Ia., and in this trip is making his first tour abroad. "Little" Mitten, or "the deacon," as he is known to the riders and fans, has competed in the professional ranks for a number of years and is very popular with all who follow the sport. Mitten is a game stayer and a most consistent performer, being particularly good in handicap events. He is easily a veteran in the six-day game, having competed in no less than 22 of the big mills, four of them being of the Madison Square Garden 142 hour grinds.

Lawson and Mitten are the first to start.



"JACKIE" CLARK

the former left Newark for Buffalo, and Mitten started on Monday last for a two weeks' visit to his home, after which both will proceed to Vancouver, B. C., where Clark and his American wife will join them to sail on November 1st. The trip will extend over at least five months. At the termination of the Australian season the riders will join the big bunch under Floyd Macfarland, who will then be on the European tour.

Although not having signed contracts Alfred Goullet and Paddy Hehir, native Australians, until now riding at the Newark Velodrome, have decided to take in the Australian trip also, with the difference that they will do so on their own account, paying their own expenses. They claim, with no small grounds for reason, too, to be able to make some of the others hustle when it comes to the final of the big grinds in Australia. Both are sprinters of the first quality and both are noted stayers in six-day work and undoubtedly will make their word good to the extent at least that they will defray the considerable expense of the trip home, and should in addition pull down a tidy sum for their work.

Cycle Jauntists Busy Fulfilling Title.

The Bicycle Jaunt Club of Greater New York, organized in July, held its third bicycle jaunt on Sunday, October 8th, 1911, to Greenwood Lake. The members assembled at the foot of Chambers street at 8:30 Sunday morning and caught the 8:45 train to Wanaque-Midvale, N. J., from there cycling to Greenwood Lake, passing through Ringwood Junction, Boardville,



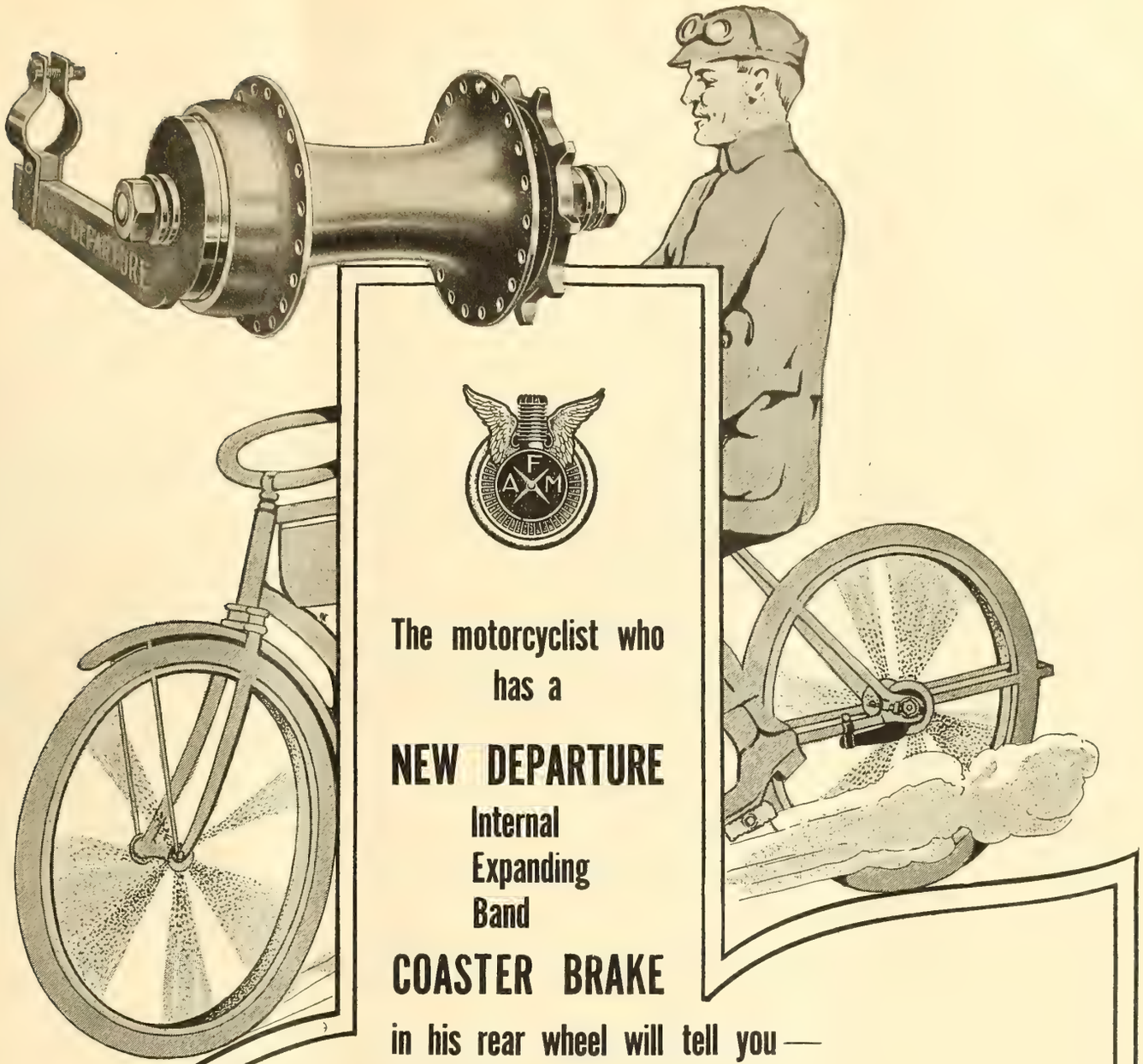
WORTH. L. MITTEN

Monksville, Hewitt and arriving at the head of the lake, where the club stopped for dinner at Miller's Hotel.

After dinner and a good rest the club proceeded along the entire length of the lake, which is nine miles, arriving at Greenwood Lake Post Office. From there they continued through the Ramapo Mountains to Tuxedo and from there home. Among the members of the club who participated in the run are some old timers who joined the cycling ranks in the early nineties.

Sociable Scranton Cyclists Entertain.

The Scranton (Pa.) Bicycle Club's season of 1911-12 opened Saturday, the 7th inst., with a lunch and informal social session for members and their friends. During the winter months night lunches will be served. The club begins its season with a large membership and in a good financial condition. The various committees are at work planning for the winter months. H. M. Simons, chairman of the entertainment committee, was in charge of the arrangements for the Saturday night lunches and the club opening.



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in his rear wheel will tell you—

It never fails to operate satisfactorily.

It is the most reliable part of his machine.

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It is strong to the point of indestructibility.

It has proven it's success.

Among all the motorcyclists who attended the big Buffalo F. A. M. meeting and whose machines were equipped with New Departure Coaster Brakes all reported the brake as giving excellent service and fulfilling all claims made by it.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors

SEGAL C. R. C. A. CHAMPION

By Adding Six Points, Popular Captain Proves Best of the Season—Scratch Men Late in Handicap Sprint.

The last two of the series of races to decide the championship for 1911 of the E. D. C. R. C. A. were held on Sunday, October 8th, at Freeport, L. I., on the Merrick road. Sylvain Segal clinched his hold on the championship by a margin of 9 points. The distances were one mile and ten miles.

The one mile race was a scratch event and with a rolling start, the riders immediately started along at a fair clip, Bieregel coming from the rear to the front carried along the crowd, and then Baker shot out with a sprint for the leaders and almost shook the stragglers in the end. After slowing up a bit and four riders forming in a parade line in front, and with the positions entirely changed behind for the first half, Segal showed a little activity by coming out and setting a steady gait till within a quarter mile of the line, where the real sprint started, and he (Segal) was never headed, finishing five or six lengths ahead of Terhune, O'Connor and Polacsy, who finished in this order.

The ten mile race was started soon after, with three riders on the three minute handicap mark and the remaining five riders on scratch. The first two miles were over perfect roads, but the remaining three miles of the five mile stretch was covered with dirt and sand two inches deep, which was scraped from the side of the road only a few days before, causing one of the limit men and two of the scratch men to quit, also making the remaining riders slow down considerably, as well as causing a few near-spills. Finally turning at the five mile post and the limit men about 500 yards ahead a spurt was made by the scratch riders, but to no avail, only coming to within 20 yards of the limit bunch at the finish. The time was 30 minutes 7⅗ seconds. Taub, of record run fame, was first by a small margin over Cigal, with O'Connor, from scratch (time 27 minutes 8 seconds), third, and Segal, scratch, fourth.

The summary:

One mile open—Won by S. Segal, 5 points; second, H. Terhune, 3 points; third, O'Connor, 2 points; fourth, G. Polacsy, 1 point.

Ten mile handicap—Won by I. Taub, 5 points; second, M. Cigal, 3 points; third, J. O'Connor, 2 points; fourth, S. Segal, 1 point.

These races bring the series for the year to a close, the final decision of championship by points was as follows: S. Segal, 16 points; I. Taub, 7; H. Terhune, 6; J. O'Connor, 6; M. Cigal, 4; J. Clemen, 2; G. Polacsy, 1; J. G. Kopsky, 1.

A tie resulting in the total points for the third place, between Terhune and O'Connor, it was fought out in a special race for one mile and was won by the former.

Pedal Pushers Enter Melodrama.

Newark, N. J., in addition to maintaining one of the finest bicycle tracks ever erected and supporting it with a regular attendance, the like of which has never been equalled in any other locality, has also some literary aspirants among the fans, instances of whose activity were published in these columns recently.

Again, from the News of that city, is culled the following "bill," sent in to the sporting editor, in which, it may be observed, the various professionals have entered melodrama, in print, and are given their parts (many of them very appropriate) in a pathetic little ballad entitled

"We Have Nothing to Do Until To-morrow"

Cast of Characters.

Kramer.....One in a thousand
Clark.....Not dead, but missing
Goulet.....Always happy
Fogler.....Hazel, the heart breaker
Root.....A scene from Germany
Macfarland....Dingdat; watch me biff him
Bedell Brothers...Gone, but not forgotten
Bennie Hill.....The man with the bad feet
Drobach.....Waltz me to it
Pedlar Palmer,
With a large leak in his dome
King.....On the road to Matteawan
Jumbo Wells,
Something that was shot at and missed
Lawrence.....Make mine ale
Billington.....Only once in a while
Crebs.....That's what they all say
De Mara.....Truck No. 6
William Fenn.....The wandering boy
Jones, alias Levi.....The village cut-up
Rupprecht...Delicatessen clerk, 5c. cheese
Magin.....If I only had a gasoline pony
Trubel.....I want to be a soldier in blue
Stein,
He don't know where he's going, but he's on his way.
Ryan.....First cousin to Mr. Mutt
Mitten.....O, deacon, start the service
Schwab.....Just a little loose
Williams.....It's not my fault
W. A. Bardgett,
Don't shoot, it won't go through

Time—Present. Place—Newark, N. J.

Scene—In the Old Soldiers' Home—The Velodrome.

With the courtesy of Doolittle & Seemore.

Musical Program—Entire Company.

1—"Short Sheets Make the Bed Seem Longer."
2—"Her First Fall, or How She Fell Off the Stoop."
3—"Who Threw the Overalls in Mrs. Murphy's Chowder?"
4—"How She Lost Her Pocketbook Canoeing in the Sink, or Who Stole the Typewriter's Lunch?"
5—"She Sleeps in the Ocean by Request."
6—Written by an undertaker, entitled, "You May Linger, but I'll Nail You at the Finish."

Staged by Street & Walker.

H. J. G.

Bicycle Tires Below Cost of Manufacture

We purchased from the Excelsior Supply Co. their entire stock of Bicycle Tires at prices that enable us to sell them to you below cost of manufacture.

The brands included in this lot are:

Perfection Road
Perfection Thick Thread
Perfection Thorn Proof
Triumph Road
Triumph Thick Tread
Holdfast Bailey Tread
Both Road and Heavy Weight
Famous, Wabash, Royal, Hartford, Kokomo Defender and Kokomo Casings.
All sizes. 28 x 1 3-8, 28 x 1 1-2 and 28 x 1 5-8.

It was our intention to hold these tires over till spring and get the long price for them, but our business has grown till we are forced to move into larger quarters. Rather than move these tires and take the chance of soiling them we will give you a chance to make the pick up of your life.

DEALERS
get busy. These will not last long.

CHICAGO CYCLE SUPPLY CO.
JOBBERS OF
Bicycle and Motorcycle Supplies
3255 N. Clark Street
CHICAGO, ILL.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

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Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

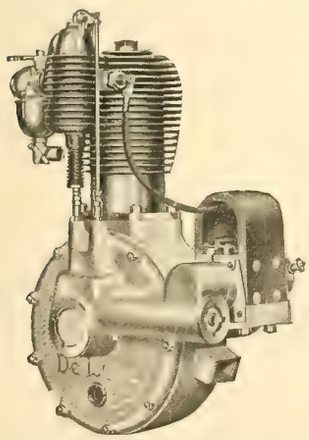
Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

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NOTEWORTHY IMPROVEMENTS.

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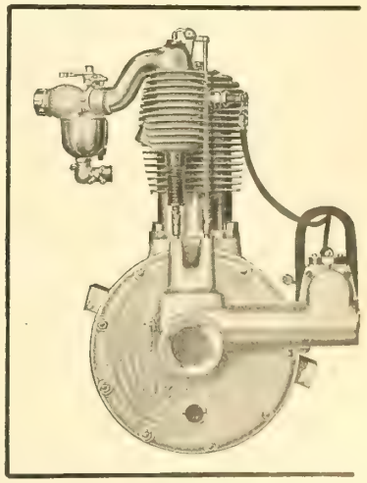
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FOUR SIZES

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Five H. P. Single Cylinder
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PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.



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Most Satisfactory Plugs Ever Produced

WHILE the Pittsfield Plugs are considered by all the best on the market, we are selling them at a price no higher than that paid for the most ordinary plugs. They are very different from others in that the insulation never breaks down, nor do they carbonize.

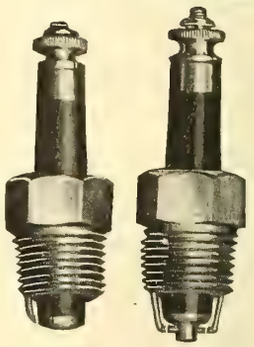
More power and more speed is obtained by their use. Greatly superior to porcelain or glass, it is practically impossible to break them. They produce intense, concentrated sparks and never miss. The Pittsfield Spark Plugs are longer lived and give greater efficiency than any other plugs in the world. **Built simply but substantially, they withstand the hardest usage.** **Write for Our Catalog.**

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The Pittsfield Motorcycle Coils are in as great demand as our Plugs. Have you tried them?



Battery Plug $1.00 — Magneto Plug $1.25

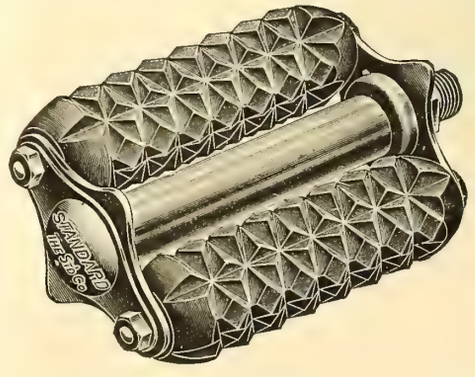
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No. 3 Standard Motorcycle Pedal

They are velvet to the feet. The pedals sell for $3 per pair.

SEND FOR DESCRIPTIVE CIRCULARS

Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

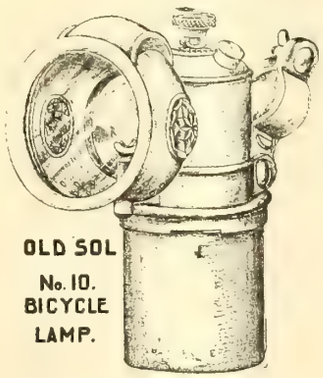


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Torrington, Conn.

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BICYCLE LAMP
No. 10 A New Model



List Price
$2.50
Complete with Bracket

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HAWTHORNE MFG. CO., Inc.
Bridgeport, Conn.

The best motorcycles of America

will employ the Bosch Magneto exclusively for 1912—be sure you're astride the right motorcycle next year—it will be

Bosch-Equipped
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Bosch Magneto Company, New York
CHICAGO DETROIT SAN FRANCISCO TORONTO

Diamond
MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

"Users Know"

THE DIAMOND RUBBER CO., Akron, Ohio

For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. [48] New York City

HAVERFORD
1912
"BIG FOUR"

with Bosch Magneto
and Schebler Carbureter

$175

This is the motorcycle that places real selling power in the dealer's hands, for 1912. It has 4 h. p. upright engine, aluminum crankcase, Bosch magneto, Schebler carbureter, leaf spring trussed fork, 28-inch studded tires, Persons "Champion" motor seat, high grade fittings, grip control and a speed of 55 miles an hour. Agents or riders in territory not already closed for 1912 should write us at once.

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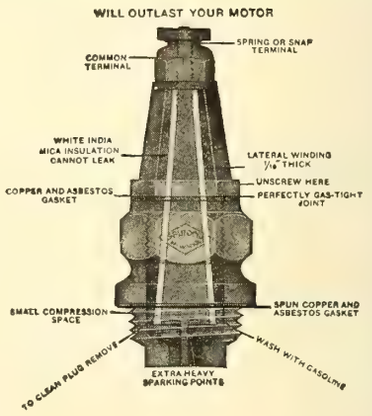
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which is the only legalized tire fluid sold to-day.
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SPLITDORF MOTORCYCLE PLUG

WITHOUT A PEER



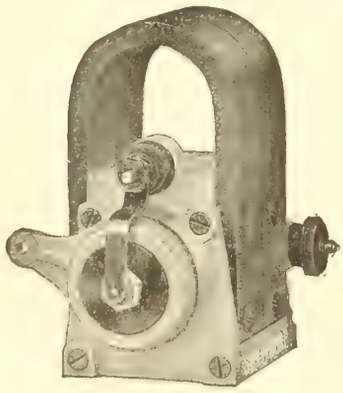
Huron, S. D., Sept. 19, 1911.

C. F. SPLITDORF, New York.

Dear Sir:—After using practically every spark plug on the market, I can truly say that your Plug stands without a peer in the field of motorcycling today. The Splitdorf Plug I am now using in my Excelsior 4 has run me 1369 miles without being once removed.

Thanking you for past favors, I beg to remain,

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THE SPLITDORF MAGNETO

too, typifies a high and advanced example of ignition engineering skill. It embodies many exclusive features, placing it in a class far in advance of all ordinary types. Short circuiting from mud and water is reduced to a minimum, and perfect and continuous service is assured.

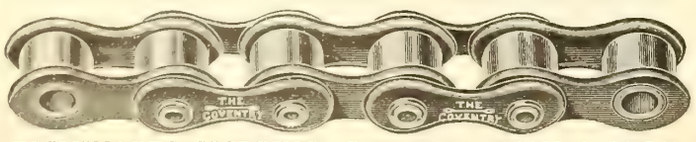
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CHICAGO: 1110 S. Michigan Ave. DETROIT: 868 Woodward Ave. LOS ANGELES: 1226 S. Olive St.
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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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LOUIS RASTETTER & SONS

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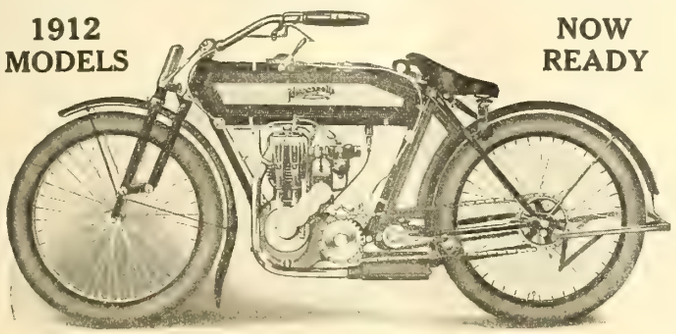
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Two Speed Transmission, Multiple Disc Clutch and Unit Power Plant

1912 MODELS **NOW READY**



AN AUTOMOBILE ON TWO WHEELS

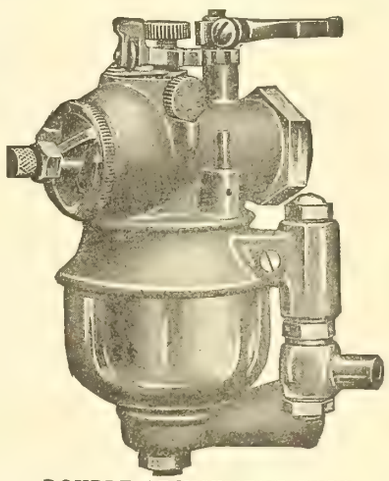
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MANUFACTURERS
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Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



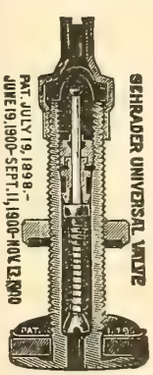
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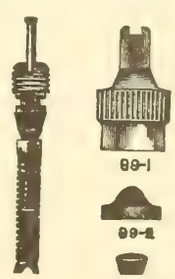
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PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

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BATS OUT ANOTHER

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(REG. U.S. PAT. OFF.)

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Special Motorcycle Types

The fact that the "Reliance" plug "Sparks in Water" proves that it can't be short circuited.

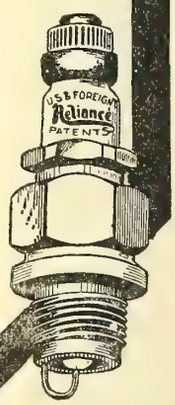
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For Bicycles and Motorcycles



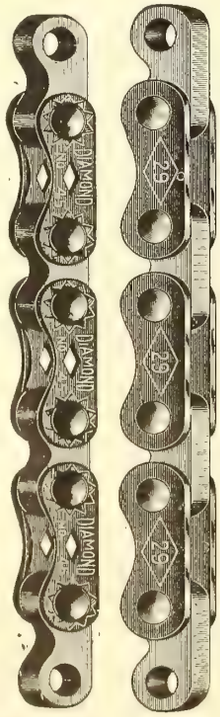
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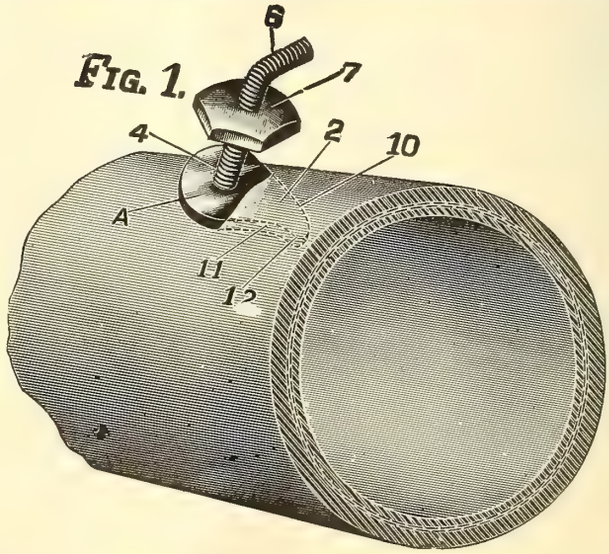
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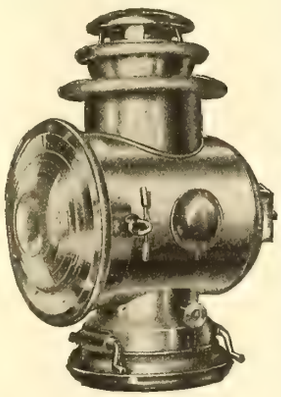
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Furnished with Single Flat or Double Fork Brackets

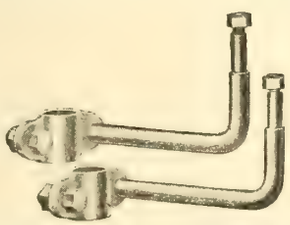
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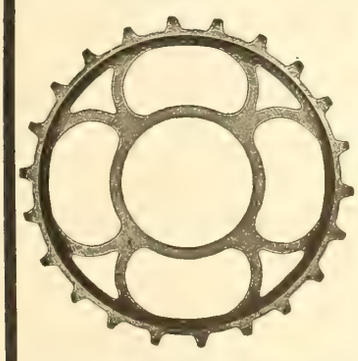
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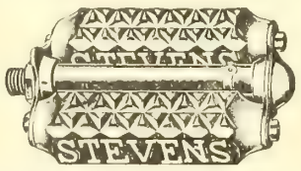
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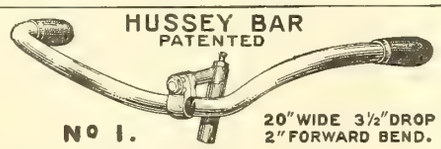
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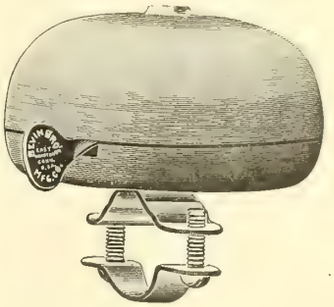
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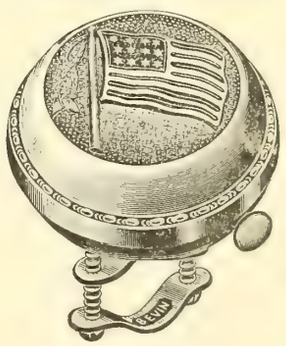
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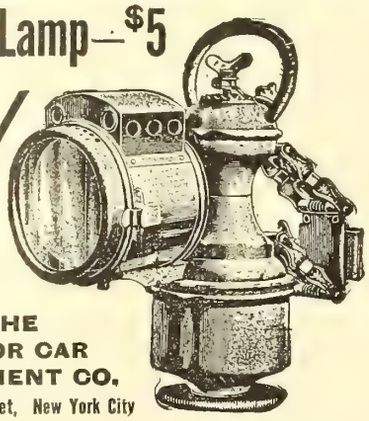
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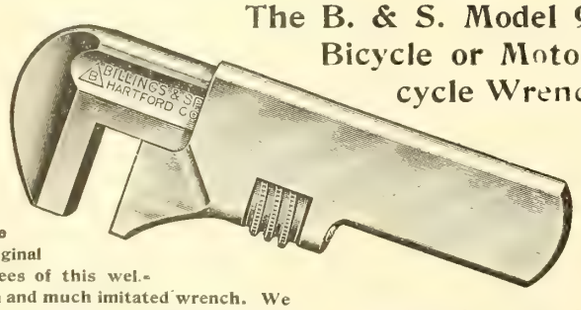
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THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

KELLY-RACINE
Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
Racine, Wis.

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N.Y.

SUPPLIES

CYCLE
MOTORCYCLE
AUTO
MACHINISTS'

WE specialize on prompt and full shipments. Our catalog on

Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

Kokomiles save Kokomoney for the Rider and make Kokomoney for the Dealer!

Kokomiles are those myriad miles of satisfactory service that are given by

Kokomo Tires

Again we ask:

"Are you profiting by what we offer you in Kokomo Tires?"

For instance:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

Boys, It Talks for Itself!

Listen to the Noise from the Town Built on Seven Mountains

You can pay two-fifty, or you can pay more
But when you see the Flanders, gee, you'll be sore.

NIGHT LETTER

1 ON KN 45 N L Seattle, Wash., Sept., 30, 1911.

Sales Manager, Flanders Mfg. CO.,
Pontiac, Mich.

My new demonstrator arrived today and am receiving congratulations from dealers of other makes of machines on your neat, powerful and well-built machine. After trying it out with extra passengers was more than surprised at the quiet running of motor and above all, its easy control and the way it operates through sand and mud. How soon can you ship a carload.

Ellis Williams.

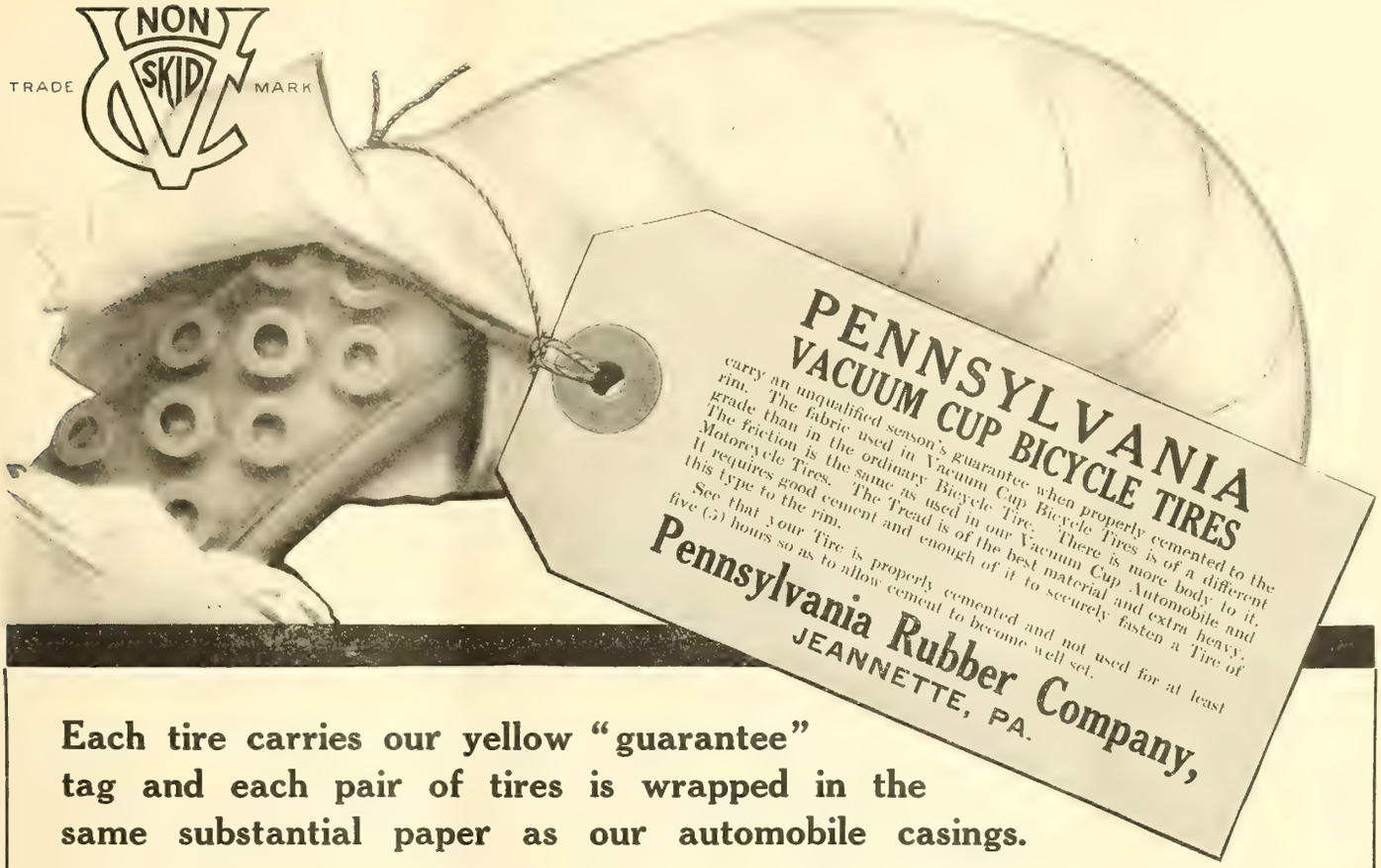
FLANDERS "4"

MOTOR-CYCLE $175 WITH MAGNETO

An Eye Opener **A Money Getter**

Business comes easy with this proposition. You note we don't knock. We don't have to.

Flanders Manufacturing Company
PONTIAC, MICHIGAN



Each tire carries our yellow "guarantee" tag and each pair of tires is wrapped in the same substantial paper as our automobile casings.

Pennsylvania Vacuum Cup Bicycle Tires

The increasing popularity of these tires is a striking feature of the tire trade and is due entirely to their sterling worth.

Their non-skid and service qualities are so sound that we are enabled to give an unqualified season's guarantee with each tire. This is a strong inducement to the consumer.

For the convenience of the Jobber and Retail Merchant, Pennsylvania Vacuum Cup Bicycle Tires will be packed ten pair in a strong wooden box. This enables the Jobber to ship in the original package and the Retail Merchant to order in convenient quantities.

Made by an Independent Company with an Independent Selling Policy which insures a fair margin of profit to Jobber and Dealer.

If you want to sell tires for profit, write now for our attractive proposition.

"We Protect the Jobber"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

(Re-organized February 1st, 1910)

BRANCHES:

Pittsburgh, 505 Liberty Avenue — Detroit, 247 Jefferson Avenue — Chicago, 1004 Michigan Avenue — Minneapolis, 917 First Avenue, S.

PENNSYLVANIA RUBBER CO. OF NEW YORK
New York City, 1700 Broadway

PENNSYLVANIA RUBBER CO. OF CALIFORNIA
San Francisco, 512-14 Mission Street — Los Angeles, 930 So. Main Street

Another Clean Sweep for the Excelsior

Here Are the Latest Winnings

October 9, 1911.

EXCELSIOR SUPPLY CO.

Excelsior makes clean sweep. Balke wins heat against Hasha and ten mile final. DeRosier wins heat and second in final. Balke made miles in fifty seconds flat. Hasha, on Indian No. 23, didn't qualify.

R. E. WALTHOUR, Birmingham, Ala.

October 4, 1911.

EXCELSIOR SUPPLY CO.

Balke won heat and final events. DeRosier on Excelsior won heat, defeating Stubbs. Stubbs, Hasha and Mitchell eating Excelsior dust.

R. E. WALTHOUR, Birmingham, Ala.

October 5, 1911.

EXCELSIOR SUPPLY CO.

Excelsior wins both qualifying heats and five mile final. Bob Stubbs second, one-quarter mile behind me in final. Time, 4:41.

BALKE, Birmingham, Ala.

October 8, 1911.

EXCELSIOR SUPPLY CO.

Some more gold medals for Excelsior. Two firsts, two seconds, one third. Had some very fast company.

DESALVO, Ft. Wayne, Ind.

Write Today for Excelsior Literature

Excelsior Supply Company

2260 Union Avenue **CHICAGO, ILL.**

EDWARDS-CRIST CO., Chicago Agents, 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

W. H. WHITSELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Cal.

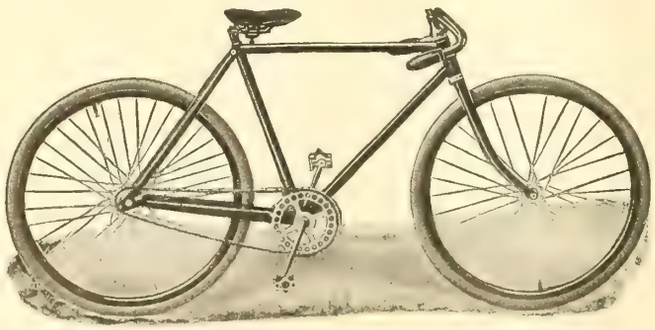
STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.

MEAD AUTO-CYCLE CO., Western Distributor, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.

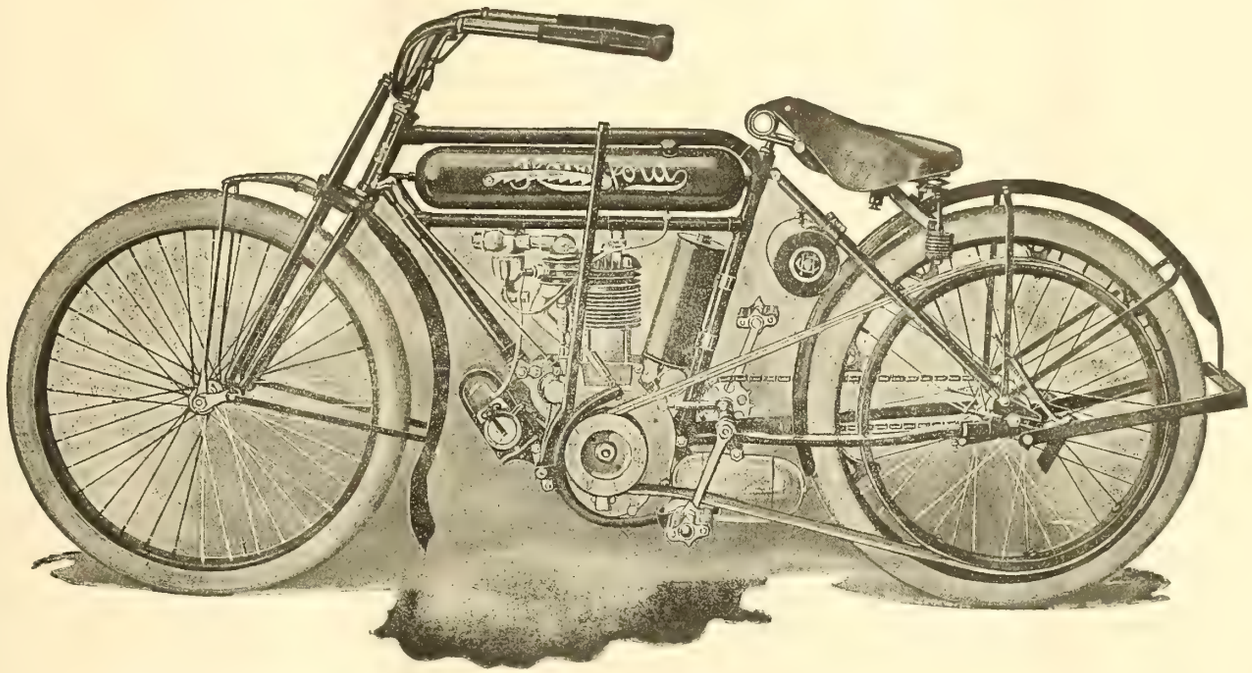


CYRUS JUVENILE

Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we usi g Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

HAVERFORD
1912 "Big Four"



With Bosch Magneto **$175** Schebler Carbureter

THINK OF IT! ACT ON IT!

This splendid 1912 motorcycle has long stroke 4 h. p. upright engine, aluminum crankcase, Schebler Model "H" carbureter, Bosch high tension magneto, leaf spring truss fork, 28-inch studded tires, Persons "Champion" motor seat, "Rough Rider" grips, automatic stand and speed of 55 miles an hour. It will sell in your territory for $175 f. o. b. Philadelphia.

AGENTS AND RIDERS IN TERRITORY NOT ALREADY CLOSED FOR 1912 SHOULD WRITE US AT ONCE

THE HAVERFORD CYCLE COMPANY, Philadelphia, Pa.
825-827-829 Arch Street

BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.



COLLINS MAKES ANOTHER CYCLE RECORD ON A

Columbia

The following dispatch from Elmer L. Collins, the American Motor Paced Champion, 1909-1910-1911, and holder of the former motor paced mile record tells the story:

October 8, 1911.

Broke World's Record at Newark Velodrome today. One mile in 1 min. 12⅗ sec. Rode Columbia Bicycle.

ELMER L. COLLINS.

Collins has ridden a Columbia for years and this is what he says of it:

"I am riding the same COLUMBIA that I have ridden for three years. Bearings and everything else are as perfect today as the day I received the machine and it looks fit for many more long races."

As a Business Proposition, You Will Find That Columbia Bicycles Have Remarkable Trade Winning Qualities. Write for Terms.

The Pope Manufacturing Company HARTFORD CONNECTICUT



How to Satisfy Your Customers and Make Money

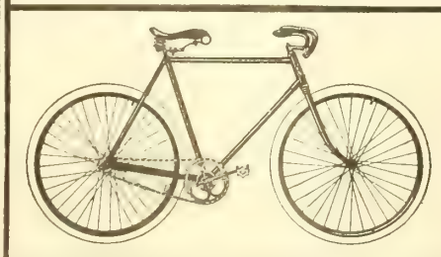


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

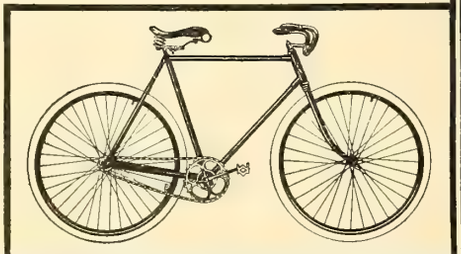


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.

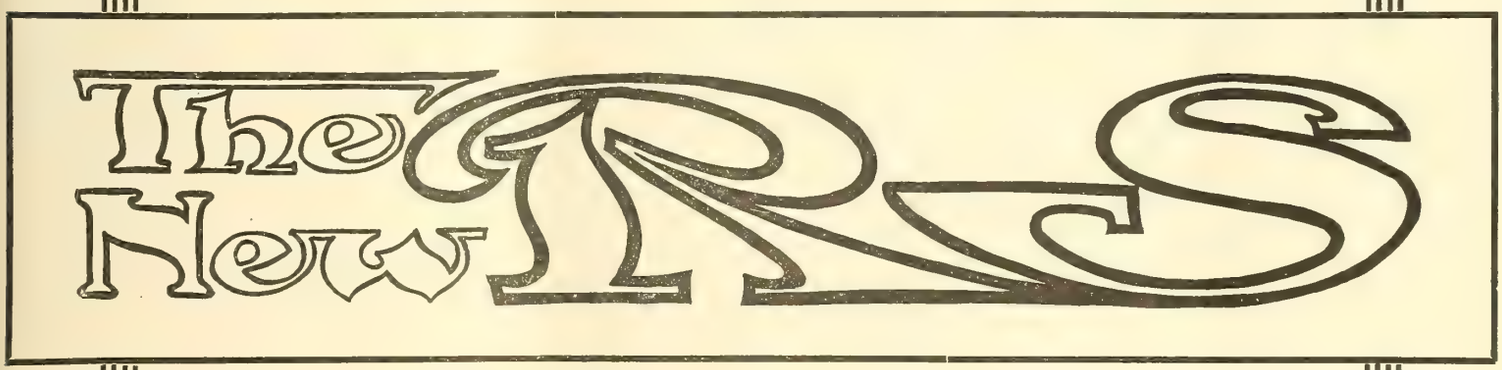


Are You in the Motorcycle Business to Stay?

¶Are you building up a reputation for good goods at the right price or merely making sales while the demand lasts on the price basis only?

¶READING STANDARD dealers are stayers and a business built on the quality and stability of THE NEW R-S has a foundation as solid as the rock of Gibraltar.

¶The quality of the Reading is not in mere intangible claims, but in design, material, workmanship and equipment that are visible, and readily demonstrated to the casual buyer or the discriminating expert.



¶We are ready and anxious to show you; you can show the prospective buyer, and the Power, Reliability, Convenience and Efficiency of THE NEW R-S will make him a satisfied customer.

¶Our 1912 advance catalog tells the story of three models. Write for it today.

WE HAVE SOME OPEN TERRITORY
FOR LIVE HUSTLING DEALERS

Reading Standard Company

310 Water Street (Member M. M. A.) READING, PA.

Fisk

Made to Outwear Others

Like our Automobile tires, these are a one quality product.

They are not offered on a low price basis. BUT—they will average more mileage per dollar than other tires can give.

Motorcycle

The Gripfast Tread is a positive anti-skid. You can ride it on any road with safety and comfort.

Ask Fisk Tire Users before you buy again.

THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

Direct Factory Branches in Thirty Cities

Tires

The BROOKS B104 Motor Cycle Saddle.



It's true

that the question of equipment is of vital importance in the selling proposition—

It's true, that to make such proposition successful, every item of that equipment must be such as will enhance the selling-qualities of the Motor Bicycle itself, and—

It's wise, in the matter of the Saddle, to let that be a

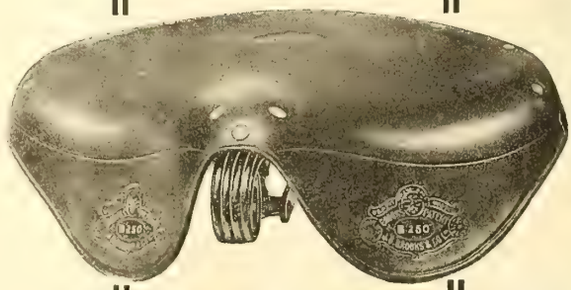
BROOKS

the only saddle that can embody the original and only genuine compound-springs.

None other can make the sale as easy, and none can ensure to the purchaser a like satisfaction—a satisfaction which, to him, is always pleasing, and to you—is always profitable.

Think it over!

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.



The BROOKS B250 Motor Cycle Seat.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren St. New York

The 1912 EMBLEM Is a Dandy

IF YOU ARE OPEN TO AN AGENCY PROPOSITION, BETTER WRITE TODAY. WE ARE MAKING DELIVERIES NOW.

A Clean Sweep for the EMBLEM

At the Springfield (O.) race meet on Labor Day the Speedy Emblem made a clean sweep, winning every event entered. Let the summaries tell the story:

FIRST IN EVERY EVENT

Three miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Five miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first.
Six miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Eight miles trade riders, 50 cu. in.—George Evans, Emblem, first.
Three miles trade riders, second event, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Fifteen miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first; George Evans, Emblem, second.

Emblem Manufacturing Co.

Member Motorcycle Manufacturers' Association

Angola Erie County New York

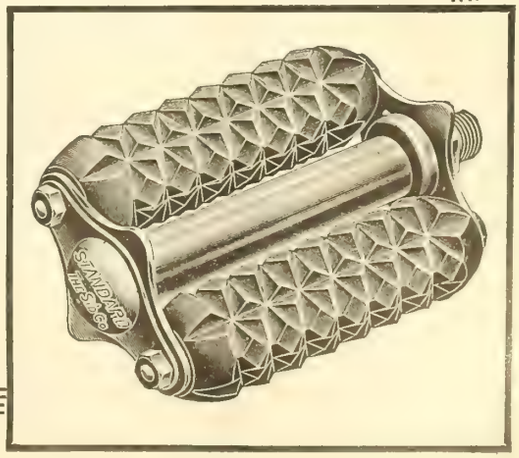
"Pretty Soft!" Yes, indeed. That's the way they are intended to be. Those big, generous, easy rubber cushions, with deep corrugations are a distinguishing feature of the

No. 3 Standard Motorcycle Pedal

They are velvet to the feet. The pedals sell for $3 per pair.

SEND FOR DESCRIPTIVE CIRCULARS

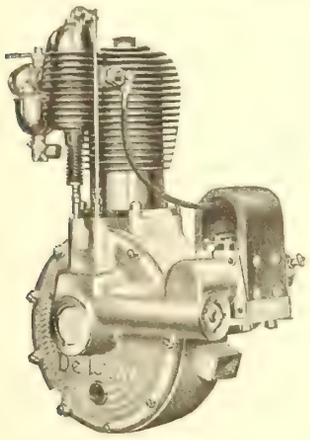
Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.



THE STANDARD COMPANY

Torrington, Conn.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

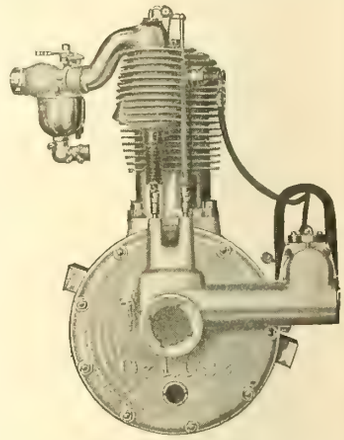
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder
Five H. P. Single Cylinder
Seven H. P. Twin Cylinder
Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.



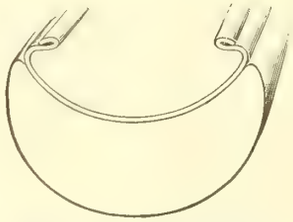
The F. W. Spacke Machine Co.

INDIANAPOLIS, IND., U. S. A.

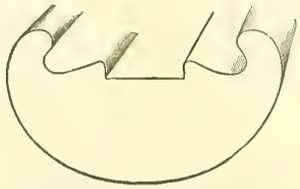
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

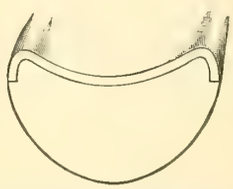
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

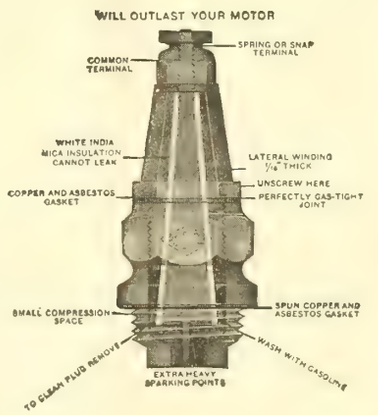
245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

SPLITDORF MOTORCYCLE PLUG

WITHOUT A PEER



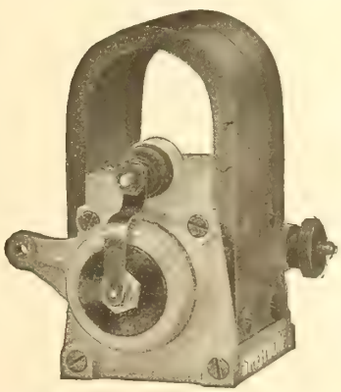
Huron, S. D., Sept. 19, 1911.

C. F. SPLITDORF, New York.

Dear Sir:—After using practically every spark plug on the market, I can truly say that your Plug stands without a peer in the field of motorcycling today. The Splitdorf Plug I am now using in my Excelsior 4 has run me 1369 miles without being once removed.

Thanking you for past favors, I beg to remain,

Very truly yours, G. V. ROLPH.



THE SPLITDORF MAGNETO

too, typifies a high and advanced example of ignition engineering skill. It embodies many exclusive features, placing it in a class far in advance of all ordinary types. Short circuiting from mud and water is reduced to a minimum, and perfect and continuous service is assured.

Write for particulars

C. F. Splitdorf Walton Ave. and 138th St. **New York**
Branch, 1679 Broadway

CHICAGO: 1110 S. Michigan Ave. DETROIT: 868 Woodward Ave. LOS ANGELES: 1226 S. Olive St.
SAN FRANCISCO: 520 Van Ness Ave. BOSTON: Motor Mart. KANSAS CITY: 1823 Grand Ave.

Vanquished Becomes Victor
Another Triumph for Goodyear Blue Streaks

Goodyear Blue Streak Motorcycle Tires win straight heats for 7 H. P. twin previously defeated when equipped with other tires. Motorcyclists find in Goodyears the solution of all road problems.

In the motorcycle races at the Custer County Fair at Broken Bow, Neb., and at Callaway Fair, Edwin F. Myers gave a wonderful demonstration of Goodyear Efficiency.

At Broken Bow he won his heat by 18 seconds riding an Indian "4" equipped with Goodyear Blue Streak Tires.

Later, at the Callaway Fair, Myers shifted these tires to a 7 H. P. Indian Twin which with a different tire equipment had previously lost. But with the **Goodyear** Tire equipment, this machine won in straight heats from the same machines that had formerly beaten it.

Myers can thank **only** his own efforts and Goodyear Tires for the place taken in these events. The performance of the Indian "7" when equipped with, and **without** GOODYEARS **proves** beyond all controversy the superiority of these tires.



EDWIN F. MYERS

The Speediest and Strongest Tires in Existence

are Goodyears!

Goodyear Blue Streaks are built by the world's greatest Auto Tire experts. They are the result of over 12 years auto-tire experience.

Just as Goodyear Auto Tires excel all other tires today in **strength** and **speed** and **durability,** so do Goodyear Motorcycle Tires excel all the others in **these same qualities.**

The reason is this: Goodyear Motorcycle Tires are built of more costly materials than other motorcycle tires. Furthermore, better and more up-to-date methods are used in their construction.

The Goodyear tire itself is built differently. For instance the fabric used has no cross threads in it. The necessary strength is secured by building the tire up with the successive plies laid **at an angle.** Thus is attained the Goodyear resiliency —never equalled or approached by another racing tire. Convincing **proof** lies in the fact that all the world's records for speed and endurance are held by Goodyear Motorcycle Tires.

A Tire for Every Road Condition

The same conscientious effort, modern methods and high grade material that distinguishes Blue Streak Tires is found **duplicated** in the entire Goodyear line of motorcycle tires—the most complete line in the world.

In the **famous five,** there is a tire for every road condition—a **choice** that offers motorcyclists everywhere the decided advantage of picking their tires according to the road and the kind of service expected.

The **greater** service rendered as a result, marks Goodyear Tires as an economy at any cost. Yet because of our enormous production they cost you no more than other standard makes.

Goodyears fit all standard rims—fit in a grip that never lets go until you say the word. Save tire trouble and expense. Insist on one of these.

GOODYEAR

Blue Streaks

Stock Motorcycle Tires

5 Great Expense-Less Tires

1—Goodyear Corrugated Tread Tires—For the average give-and-take road.

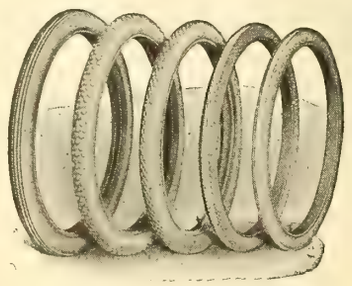
2—Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3—Goodyear Non-Skid Tires—For use on slippery city pavements.

4 & 5—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for "Tires of Old War Horse"

A fascinating story of the actual breaking of a record. Chuck full of money saving tips of tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. WRITE TONIGHT. You'll have book by return mail.



The Goodyear Quintette

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 of the Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(423)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, October 21, 1911. No. 5

WAGNER ANNOUNCEMENT FOR 1912

Many New Features in Two New Models —New Seat Post Will Give Easier Riding Position—Other Changes.

Additional evidence of the trend toward increased comfort in motorcycles for next year is shown in the 1912 announcement of the Wagner Motorcycle Co., of St. Paul, Minn. A "Velvet" spring seat post will be one of the leading new features of the 1912 Wagners, which will be made in two models, both four horsepower singles with flat and V belt transmission. There will be liberal options, including magneto or battery ignition, Corbin or Eclipse brakes, and the Eclipse free engine clutch. The clutch and magneto will be listed extra.

Easier riding and lower saddle position are claimed through the adoption of the spring seat post. In the construction a plunger is carried on a spiral spring in the seat mast and the lateral motion in the main post is taken care of by a hardened steel roller having plenty of socket play. The device is adjustable to the weight of the rider by moving the seat forward or back on the main post, this movement increasing or decreasing the leverage of the spring.

Instead of exhausting in the frame, an old Wagner feature, the new models will exhaust into separate and distinct pipes leading to mufflers of new design. A hand controlled cut-out is fitted. Motor changes include a new design of head to accomodate the new exhaust pipe, flat seat inlet valve and an electrically welded exhaust valve combining a cast iron head and carbon steel stem. The free engine clutch will be operated by friction hand lever. In other respects the Wagners will retain the 1911 features.

Prices of 1911 Thors Reduced.

Announcement is made by the Aurora Automatic Machinery Co., of Chicago, of a reduction in price of Thor models, as follows: Model R, battery, with chain drive, and Model T, battery with belt drive, both reduced from $225 to $200. Model M, magneto with chain drive and Model N, magneto with belt, reduced from $250 to $225. These prices are to take effect at once and, according to the announcement, continue until all 1911 models are sold.

Reading-Standard 1912 Advance Catalog.

Illustrating and describing all three of its 1912 models of "the new R-S" motorcycles, the Reading Standard Co., Reading, Pa., is first in the field with a 1912 catalog. The book, which is intended only as an advance catalog, contains 16 pages, and features the new seven horsepower twin model which the company is introducing.

Sixsmith Awarded Promotion by R-S.

T. J. Sixsmith, 203 W. 100th street, New York City, who has represented the R-S line in the "big village" for years, has been rewarded for his faithfulness by being appointed distributor for the entire Metropolitan district. He will appoint subagents for the various boroughs.

New York Agency for Thiem.

A. Cocchi, 2214 Broadway, New York City, has taken the agency for the Thiem motorcycle and has a stock of 1912 models at the salesrooms, and states that hereafter the Thiem will be entered in all endurance contests and track races in and around New York.

MANUFACTURERS DISCUSS SHOWS

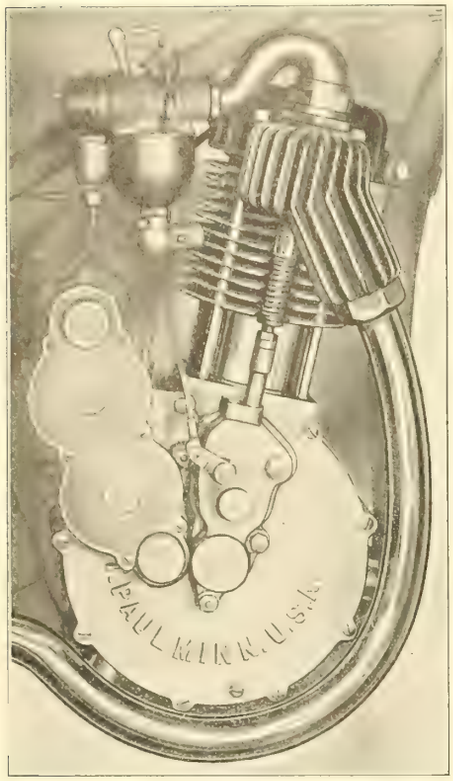
No Quorum at Buffalo Meeting—Association to Exhibit at Chicago Coliseum—Space Taken at Madison Square.

Because there were only five members present and seven constitute a quorum it was impossible to hold the regular quarterly meeting of the Motorcycle Manufacturers' Association scheduled to take place at the Hotel Statler, Buffalo, N. Y., on the 16th inst. An informal discussion among those present took place, however, regarding show matters, and it was stated that Manager S. A. Miles, of the Chicago show, had finally decided to allow the motorcycle manufacturers 3,000 feet of space on the second floor of the Coliseum during the second week of the show. This proposition proved acceptable to the members present and it was decided that the association would exhibit there, and the Show Committee will request the members to send in their applications for space at once.

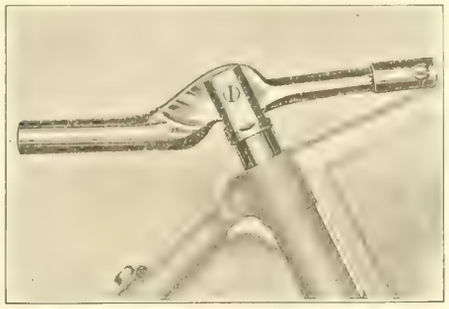
The following members of the association have decided to exhibit at the Madison Square Garden Show in New York January 6th to 13th: The Hendee Mfg. Co., Harley-Davidson Motor Co., Reading Standard Co., Miami Cycle and Mfg. Co., Aurora Automatic Machinery Co., Pope Mfg. Co., Wagner Motorcycle Co., American Motor Co., Flanders Mfg. Co., Pierce Cycle Co., Excelsior Supply Co., Emblem Mfg. Co., Consolidated Mfg. Co., The Bicycling World and Motorcycle Review, Motorcycle Illustrated and Motorcycling.

The following were present at the discussion: Arthur Davidson, of the Harley-

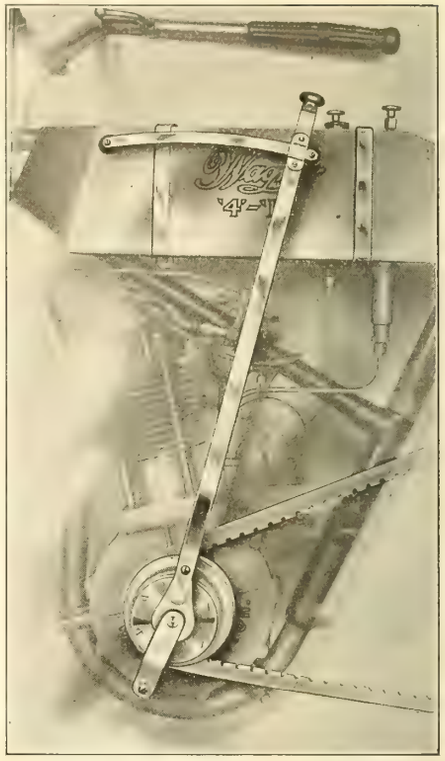
MOTOR, SEAT-POST AND CLUTCH GROUP DETAILS OF WAGNER 1912 LINE



SINGLE WAGNER MOTOR



"VELVET" SEAT POST



ECLIPSE-WAGNER CLUTCH

Davidson Motor Co., Milwaukee, Wis.; W. F. Remppis, of the Reading Standard Co., Reading, Pa.; George W. Sherman, of the Flanders Mfg. Co., Pontiac, Mich.; W. G. Schack, of the Emblem Mfg. Co., Angola, N. Y., and F. J. Weschler, of the Hendee Mfg. Co., Springfield, Mass.

Flanders Testing Track for Pontiac, Mich.

While other big cities are talking about building motorcycle saucer tracks for next year, Pontiac, Mich., is getting a three-lap track right now without making any fuss about it. The Flanders Mfg. Co. is building it on its property, and the track will be used for testing purposes exclusively, which means that Pontiac will not be on any board track circuit. Not the least interesting feature of the new track is the fact that it will be in use all winter, for the Flanders engineers have devised a way to keep the snow off of it.

Merkel Changes on Coast Cause Comment.

Quite a flurry has been caused in Los Angeles (Cal.) motorcycle circles by the announcement of the Los Angeles Motorcycle Co., one of the leading concerns in that city, that it will handle the Merkel line for 1912. C. L. Smith has had the Merkel agency heretofore. The new agents expect to dispose of 500 machines for the coming year, and state that Merkels will be built with either chain or belt drive on the six and seven horsepower twins. The spring frame will be used on both models.

Dealers Open Pennant "Departments."

Now that the pennant fad is in high vogue with motorcyclists, wideawake dealers are taking advantage of it to make a little money "on the side." Joseph Buckingham, Harley-Davidson agent in New York City, has had prepared neat blue pennants with the name "Harley-Davidson" in white letters, and has improved on other pennants in incorporating on his flags a water color sketch of a Harley-Davidson rider mounted on one of the "Silent Gray Fellows." Hirsh Baxter, Excelsior agent in Providence, R. I., also has prepared "Excelsior" pennants for his riders. Furthermore, Baxter has done a big business the past season in "Providence" pennants among tourists and local riders. Being situated in the motor car district he has garnered a lot of pennant trade from automobile parties. Baxter has sold over 200 "Excelsior" and "Providence" pennants this year. Pennants are a good side line for a live dealer, and he not only can sell them to motorcyclists, but to automobilists as well.

Dozen Florida Plums Fall to Flanders.

The Flanders Motorcycle Co., of Atlanta, Ga., has closed twelve agencies in the State of Florida for the Flanders "4" during the past week with reliable pioneer merchants of the State, such as the Tampa Harness and Wagon Co., of Tampa, the Roberts Motor Car Co., of Jacksonville; E. G. Dorn, of Miami, and the Titusville Boat Co., of Titusville, the balance of the towns closed being smaller ones.

Kentzler-Waverly Co. Goes to Jefferson.

Secured at the expense of sister cities in the state, Jefferson, Wis., is to have a motorcycle factory. The new enterprise is called the Kentzler-Waverly Motorcycle Co., and represents a consolidation of the Kentzler Motorcycle Co., of Cambridge, and the Waverly Motor Co., of Milwaukee. The industrial plum dropped in Jefferson's basket through the efforts of the local Promoters' Club, which agreed to donate a site and a concrete factory, 60x100. Operations are scheduled to begin December 1.

The combination will be known as the Waverly Manufacturing Company and will continue to turn out the regular "Waverly" motors in addition to manufacturing the "Waverly" motorcycle. The officers of the company will be: P. E. Mack, president and general manager; C. W. Mack, vice-president: B. A. Thomson, secretary the treasurer. The board of directors consists of: P. E. Mack, C. W. Mack and F. P. Henning.

Price of Harley Single $235 Instead of $245.

Inadvertently the price of the 1912 Harley-Davidson single, with free wheel control described in the issue of the 7th inst., was given as $245. As the company's advertisement—the largest motorcycle "ad" ever published—stated, the correct price is $235.

Henry J. Wehman Discontinues.

Henry J. Wehman, proprietor of the Curtiss Motorcycle Co., agents for the Curtiss and Marvel motorcycles, located at 1203 Bedford avenue, Brooklyn, has discontinued business, and Mr. Wehman expects to connect with some other concern in the near future.

Radical Reduction Rumored on M-M Line.

Rumor has it that the American Motor Co., of Brockton, Mass., is about to offer two new models of M-M motorcycles; one with battery and the other with magneto ignition, and listing respectively at $135 and $150.

SUCCESSFUL INSTALMENT PLAN

How Joe Wisenfeld, Baltimore Dealer, Carries on Easy Payment Sales—Advantages for Dealer.

The plan to sell motorcycles on the instalment plan, with the Motor Finance Co. of New York as the middleman, has been anticipated by two years by "Little Joe" Wisenfeld, of Baltimore. He has been doing the same thing for that length of time and with great success. While the idea as worked out by "Little Joe" is somewhat analogous to that of the Motor Finance Co., yet it has more advantages, both for the dealer and the purchaser.

As "Little Joe" works it it is something like this: A man wants to buy a motorcycle valued at $200. The price quoted under the instalment plan is $220, 10 per cent. being added. He is then required to put $25 down and pay $10 a month. If, however, the purchaser sees fit to deposit $100 as the first payment he saves $10, as no interest is charged on that sum, the total price of the machine becoming only $210. "Little Joe" has another advantage in that he deals direct with the purchaser and does not have to turn 5 per cent. of the machine's price over to a finance company. The amount paid down and the monthly fee increases in ratio to the price.

A contract is signed by the buyer which deeds all ownership of the machine to the dealer, the purchaser simply being a lessee until the full price has been paid. During the two years this scheme has been in operation many machines have been sold and only one man has fallen down in his payments, and he turned back the machine without any trouble ensuing over his failure to keep up the monthly payments.

While "Little Joe" is progressive and wants to sell as many motorcycles as possible, he does not encourage men to buy them under this plan. Whenever a man comes to him and says he would like a machine, but cannot pay the full price at once, the prospective purchaser is asked what he makes a month and if he can afford to lay aside a certain amount from his monthly income. If the gentleman can comfortably do so, then arrangements are made to suit his convenience. Then, after some reliable person vouches for him, the contract is signed and the deal has been put through. —C. F. Y.

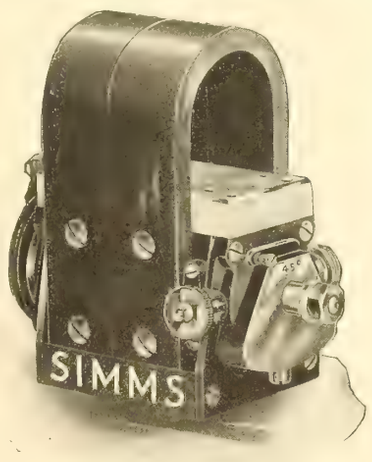
Simms Motorcycle Magneto.

Having acquired an enviable reputation for its product abroad, the Simms Magneto Co., of London, England, which has for some time maintained American offices in New York City, and recently completed the erection and equipment of a model plant at Bloomfield, N. J., is preparing to inaugurate a campaign designed to secure for it its share of American motorcycle magneto business. Simms motorcycle magnetos are made in two models, for single and twin cylinder motors, the latter of the "V" type and, as the accompanying illustrations show, the instruments are of the "open arch" pattern, which is most



SIMMS SINGLE MAGNETO

widely used in this country. The twin type instrument has a stepped armature and is furnished for motors with cylinders set at any angle. The single cylinder magneto is similar to the twin instrument in general construction, but, of course, having but one contact and high tension terminal. Both magnetos are of the high tension



SIMMS TWIN MAGNETO

type and are designed to run at camshaft speed. The company also is developing a new model, with features which will facilitate easy starting, and it is expected that this improved type will be ready soon.

Dealers Celebrate Anniversary.

Richards & Burkey, of Sioux Falls, S. D., general bicycle, motorcycle and sporting goods dealers and repairmen, recently celebrated the first anniversary of their business by moving into larger and more commodious quarters on the main street. They are agents for R-S motorcycles.

KEEPING STOCK WELL ARRANGED

Swenson Has Method for Preventing Display in Show Cases from Being Disturbed by Running of Motors.

"Keeping stock arranged neatly in a 'Silent Salesman' show case is a trick that mighty few motorcycle dealers have mastered, but it is simple enough when you know how," says B. A. Swenson, of Providence, R. I. "You see, it is this way," he went on, "when you demonstrate or test out a machine on the stand in your store, if you speed it up very fast, it not only causes the machine to 'creep,' but it also causes all the stock on the glass shelves of the show case either to slide down to one end and pile up, or else drop off the shelves.

"Naturally, stock jumbled up in a heap like that makes a poor impression, and defeats the purpose of the show case, which is to present goods so attractively that a customer seeing them calls for something voluntarily. I had this trouble with sliding stock and I soon remedied it by getting an old and heavy inner tube, cutting it in strips and putting down one or two layers of the strips all around the edges of the case. This acts as a cushion and takes up the vibration and stock will stay where you put it, even though several motors are run on the floor. A 'Silent Salesman' show case is a good investment for a motorcycle dealer, for in addition to showing up goods to advantage it adds to the appearance of the store and attracts customers, that is, of course, providing it is kept clean and the stock is neatly displayed. I've put several dealers wise to this vibration cure and they were mighty glad to know it, for they said they had given up trying to keep their stock in a nice and attractive layout where it belonged."

Another Dealer Joins Savannah Colony.

Savannah, Ga., just has received another addition to its motorcycle dealers colony, in the opening of a new store by the firm of O'Neil and Burch, at 148 Whitaker street. The first named is no newcomer, having been a member of the firm of Oakman and O'Neil for 15 years. The concern has an attractive, up-to-date establishment, and will handle motorcycles, bicycles and a full line of accessories. Contracts for lines now are being closed.

Schafer Ball Bearing Used.

The use of the Schafer imported ball bearing by both the F. W. Spacke Co. and the Minneapolis Motorcycle Co. in their motors seems to be a significant fact, in that its use by these two companies will probably be the forerunner of the more extended adoption of this style of ball bearing.

Crawfordsville, Ind., Sept. 6th, 1911.

The Corbin Screw Corporation,
New Britain, Conn.

Gentlemen:

SAY! Talking of brakes reminds me of this summer when I was out with an old Pal of mine.

He was riding a ------, and his clutch sleeve was constantly slipping. I gave him the "Ha-Ha" and told him to get one that never wears out.

"What have you got?" he says.

"Corbin, of course."

"Don't they slip?"

"No."

"Well, I'll have one,"----and he has.

When you say "Corbin," she is there with the goods. Well, if you can make your brake any better, either for bicycle or motorcycle, I'd like to see it.

You may send me booklets, transparencies, circulars, hangers and catalogs, and I'll assure you that they will not be thrown away or illegal distribution made.

Yours truly,
ARTHUR C. TILNEY.

One of many unsolicited complimentary letters received by
THE CORBIN SCREW CORPORATION
New Britain, Conn.
Licensed Coaster Brake Manufacturers

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Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 21, 1911.

A Cycle Boosting Campaign.

The organization recently formed in New York, known as the United Cyclists, can be made, if properly managed and every member of it will do his share of the work, the greatest boosting agency for cycling, both motorcycling and bicycling, in and around New York, and then later in other cities, that has been evidenced in recent years. As far as cycling organizations go, and in fact, generally, in comparison with other cities throughout the country, all, of course, smaller than New York, and many of which are practically no more nor less than towns, cycling in the Metropolis is dead. It is estimated that there are 1,500 motorcyclists in New York City, with a population of close to 5,000,000 people. In comparison with other cities and the work the clubs are doing, there is not a large, active, progressive motorcycle club in the five boroughs of New York. In a small city in California recently 1,500 motorcyclists gathered for their annual reunion, and the five cities that were represented by the riders present had in numbers combined less than 14 per cent. of the population of New York City. The largest motorcycle club in New York City has approximately 50 members. In Los Angeles, Cal., with a population of a little over 300,000, against New York's 5,000,000, the motorcycle club has nearly 1,500 members. In Terre Haute, Ind., with a population of a little over 50,000, there is a club with 200 members, and in Seattle, Wash., with a population of 237,000, a new club has nearly 200 members. The natural question that will follow is, why such a city as New York is so far behind the times in motorcycling?

First, we might say that the motorcycle is not properly advertised in and around New York and the dealers are not wide awake to its possibilities, and secondly that the clubs that have been organized could not have followed the right lines to attract the riders or else they would have been more successful and would to-day have a larger membership, and naturally there would be more riders than there are, for the club properly run is one of the greatest advertisements for the motorcycle that the sport could possibly have.

In the first respect the dealers around New York seem to have the mistaken and antiquated idea that money spent in advertising is money given or thrown away. They seem to figure, as the business man of 20 or 30 years ago did, that all that is necessary is for them to open a store and expect the customers to flock to them with open pocketbooks. You may have the best store in the city; you may be a motorcycle expert; you may have the agency for the best motorcycle or bicycle that it is possible to manufacture; you may think yourself that there is no sport better than motorcycling or bicycling; you may have the best salesman obtainable in the line. But if you don't inform the general public of all this, how can you expect to make them your customers?

The public are not mind readers. You may have friends that boost for you, and, of course, you have customers that "drop in" on account of your location. In fact, you may be enjoying a fair business in general, but you are not getting the business that you should if you were placing before the public in an impressive way the pleasures and benefits of cycling and making them want a machine. It is absolutely wrong to consider advertising an expense. If you will think on the question for a few moments you will without doubt recall to mind the great successes that have been attained in the business world entirely through advertising. The right kind of advertising is not an expense—it's an investment; it's the mainspring of a successful business—and without the mainspring the business will not run, or at least, as it should. Of course, if your store is a loafing place for you or others to spend your time, and you don't want to bother with a strenuous business, don't advertise.

But there is a right and wrong way to advertise. A plain card in a newspaper stating that "John Jones" sells "motorcycles" at "99 Ninth street," is an expense and a waste of money. Neither is an advertisement in the classified columns of any newspaper of any great benefit, for those who will read this class of advertising are either "pikers" looking for a bargain or at least they are already interested in cycling, otherwise they would not look under that head. The class that the dealers want to reach are the great mass of people who are not yet interested, but could be in a short time with a good, judicious advertising campaign. The advertisements should read so nicely and be so attractive as to make the reader want to become a cyclist at the earliest possible moment.

Some will say that the winter is coming on and it is foolish to advertise now, but from now on is just the right time to advertise to get the Christmas trade. A good advertising campaign, carefully planned and prepared, using the high-class dailies of New York, perhaps three days a week, backed up then with an attractive window display and an attractive show in your store, can make things "hum" around New York in cycledom this coming Christmas. Among the bicycle dealers, of course, the most should be made of the juvenile bicycles. Here lies the cycle dealer's opportunity, if he will only realize it, for once you can get a child to want a bicycle he or she will have it if it is at all in the power of the parents or relatives to secure it for them, especially for a Christmas present. Not a few of them can be sold around Christmas time if the proper seed of suggestion is sown in the way of good newspaper advertising, followed by an attractively arranged, well-lighted show window.

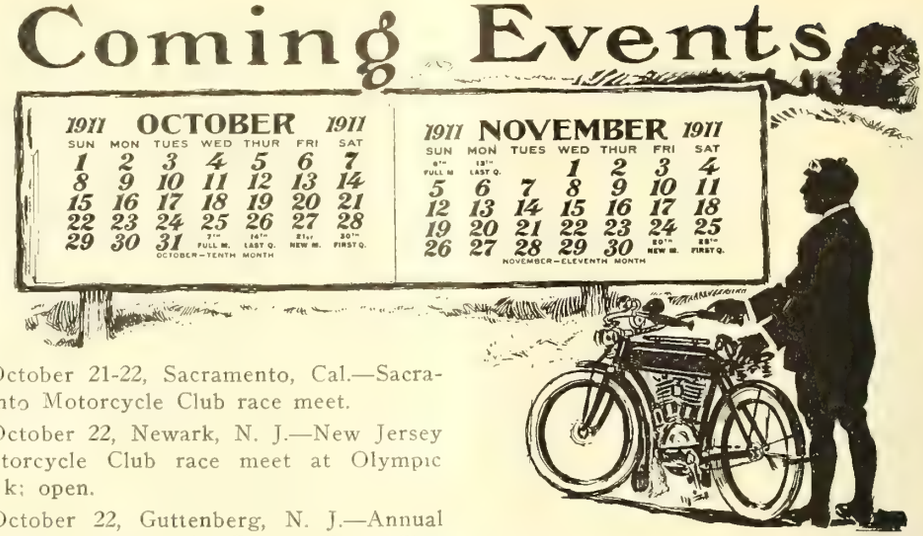
If the dealers of Greater New York would get together and place an amount of money in the hands of some good advertising man to be spent each week from now until Christmas they would be more than well satisfied on December 26th.

Then about the clubs—and here comes the opportunity of the new organization. Promote sociability among cyclists of both types. Arrange good club runs for both branches, not too far away and not a "speedfest." Have some kind of entertainment for the members during the winter months—good illustrated lectures on various phases of the sport, and perhaps about an extensive trip some riders have taken will prove interesting, instructive, and will arouse the spirit of desire among those who do not possess a bicycle or motorcycle. A good club room or club house will prove a wonderful attraction. Technical talks by various experts on the different parts of the motorcycle would be another helpful attraction. All of this would be attended with a great deal of newspaper publicity of the best kind, news that the general public would read. Hence the United Cyclists have a great opportunity.

First let all the dealers in the association get together and plan an advertising campaign of their own, and perhaps have a separate meeting once in a while, with a talk by an advertising or salesmanship expert, etc., and then let every cyclist in and around Greater New York join the organization and start in to work for the general good of the sport. Then the organization would really do what was at first intended, in carrying on an active, aggressive campaign for the promotion of cycling, by preaching as well as practicing the gospel of pleasure and health to the cyclist.

It might be well to state here, for fear that the purpose of this new organization may be misinterpreted, that it is in no way the thought or idea of those who were responsible for its formation that the United Cyclists will conflict in any way whatever with any organization now in existence. The main object, in a few words, is to inaugurate an active, systematic campaign with its various committees for the promotion of cycling in and around New York. Probably one of the first moves that will be made will be to affiliate with the F. A. M. and arrange for race meets in the spring. "Boost" is the first and last word with the United Cyclists.

Coming Events



October 21-22, Sacramento, Cal.—Sacramento Motorcycle Club race meet.

October 22, Newark, N. J.—New Jersey Motorcycle Club race meet at Olympic Park; open.

October 22, Guttenberg, N. J.—Annual bicycle carnival of the Century Road Club Association, Eastern Division. Rain date October 29th.

October 23, Atlanta, Ga.—Motorcycle races on Atlanta speedway.

October 29, Paterson, N. J.—North Jersey Motorcycle Club reliability run; 170 miles.

October 30, Woodstock, Ont.—Motorcycle races.

November 12, Floral Park, L. I.—Ten mile handicap road race, Century Road Club Association, Eastern Division. Rain date November 19th.

November 5, San Antonio, Tex.—San Antonio Motorcycle Club race meet at International Fair.

November 11, Gulfport, Miss.—Motorcycle races at Gulf Coast Fair; open.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

The Joys of Cycling in Autumn.

For perfect cycling weather, and days that inspire the rider with the sheer joy of living, no other season of the year can be compared with autumn.

The roads, at this time, are at their best for folks awheel. Hardened by the summer's traffic, they easily resist the first fall rains, and it is not until winter has secured a firm grasp, with alternate sharp frosts and softening thaws, that the roads will cease to beckon to the true lover of nature and sane, revivifying recreation. Indeed, in nearly every latitude of this great land wheeling in the open is an ideal sport until the new year comes in.

It is gratifying to note, in this connection, that there are abundant signs of the return of the wheel to popular favor. The summer season just ending has been a notable one in respect to the number of wheels sold for pleasure purposes. Of the rapidly increasing use of the wheel for utility and business generally, much has already been said in the press of the country, for the great jump in bicycle sales throughout the United States marks the beginning of a new wheel era. That we are as yet only at its beginning is easily appreciated from the almost incredible number of wheels now employed in Europe, where the bicycle is used to an extent and for purposes not yet dreamed of in America.

A prominent Eastern paper, referring to this combination and to cycling in general, says: "The wheel was the best friend, from a physical viewpoint, that the present generation ever saw. It did more for the men and women—now in middle age—than all the gymnasiums and physical culture teachers were able to achieve in the 50 years that preceded the palmy days of the bicycle. Every day that is lost in bringing back its sane and salutary use is a loss in good red blood, clear brains, and the sort of muscles we need for the daily struggle we all are waging. At present prices and with better materials and more helpful accessories than were known 10 years ago, we all can ride and we all should. So here's long life to our returning friend—the wheel."

That there is much truth in the foregoing statement, that high quality and low prices are at present happily combined in the bicycle, will be confirmed by all who have looked into the prices of wheels this year. They are not absurdly cheap, of course. Worth always brings an honest price. But there is no gainsaying the fact that the wheel of to-day has qualities and high-grade features that could not have been supplied at any figure a few years ago, because they are part of the modern bicycle's perfection and its wonderful development.

DERR THE WINNER AT SAN ANTONIO

Leads the Way to the Tape Three Times and Captures Club Championship—Dead Heat in Match Race.

Straddling the fastest machine on the track, Cotton Derr took the stellar honors at the race meet of the San Antonio (Tex.) Motorcycle Club at the Fair Grounds track on the 8th inst. Derr captured the club championship, the most coveted event on the card, and took three firsts in all. As a track general, Bryson Wickwire surpassed Derr, but did not have the speed in the stretches. Bryson played in hard luck, being eliminated from several races by minor mishaps.

Derr and Bryson were the whole show in the club championship, which was over a nine mile route. Derr was up on a twin and Wickwire on a single. It was a slashing fight from the gun, Derr opening a gap on the stretches and Wickwire closing in and showing the way round the turns. In the final sprint Derr's extra speed told and he won by three lengths. The cup was donated by the Hendee Mfg. Co., and must be won three times by a rider to become his permanent property. Rex Wickwire, cousin of Bryson, has won it twice.

One of the best events of the day was the dead heat match between Heikens and Leoloff on a pair of Thors. While the men jockeyed early in the mill, they were in real earnest in the final rounds, but the machines were so evenly matched that they crossed the finish line absolutely abreast. In the 10 mile time trials against the track record for the distance, the loose condition of the track combined successfully against the setting of any new marks. W. Scott, on an Indian, made the best time, 10:24. On the same machine, Lee Miller did 10:52. Difference in weight and driving ability of the two riders are sufficient to account for the variation of 28 seconds in time.

There was a heap of fun produced in the novelty, which included the usual pie-soda gorge on the double quick. L. Ulrich was the logical winner of this, getting outside the pie long ahead of Derr and tying him on the soda guzzling, but Derr's machine had the speed that more than offset his handicap in the quick lunch line. One rider whose machine stalled at the start turned right round and leisurely put himself outside his share of the grub.

Summary:

Nine mile handicap, singles—Won by B. Wickwire (Indian); second, G. Offer (Thor); third, Lee Miller (Indian). Time, 10:50.

Six mile match, O. Leoloff (Thor) vs. O. Heikens (Thor)—Dead heat. Time, 7:26⅕.

Four mile novelty—Won by Cotton Derr (Indian); second, L. Ulrich (Thor). Time, 6:44⅗.

Ten mile time trial against track record—W. Scott (Indian), time, 10:24; Lee Miller (Indian), 10:52; E. Eckenroth (Excelsior), 11:31⅗.

Six and three-quarter mile handicap—Won by G. Offer (Thor); second, Lee Miller (Indian); third, Cotton Derr (Indian). Time, 8:34⅖.

Twelve mile open—Won by Cotton Derr (Indian); second, E. Eckenroth (Excelsior). Time, 13:37.

Nine mile club championship, free-for-all—Won by Cotton Derr (Indian); second, B. Wickwire (Indian); third, W. Scott (Indian). Time, 9:47⅗.

135 Miles on a Gallon of Gasoline.

Traveling 16 9/10 miles on one pint of gasoline, I. D. Kuehl, riding a four horsepower Excelsior, won the economy contest of the Davenport (Ia.) Motorcycle Club on the 8th inst. This averages better than 135 miles to the gallon. Second honors went to J. R. Reynolds, four horsepower Indian, who went 15 9/10 miles, just one less than Kuehl, before his "gas" gave out. H. Ranzow, four horsepower Harley-Davidson, was next on the "stingy test," making 15 4/10 miles.

Thirteen riders, including one lady, competed, and the lady, Mrs. R. L. Carson, by no means was extravagant of fuel, despite the fact that extravagance is alleged to be one of the capital sins of the fair sex. Mrs. Carson converted her pint of Rockefeller juice into 14.3 miles of motoring. Some curious and interesting results were brought out by the test.

Four horsepower singles took the first five places, and a seven horsepower twin beat seven singles of lesser power and vxarious make. Strange to say, the lowest powered machines, which naturally would be expected to make a good showing, did exactly the opposite. Of course the human element was a considerable factor in the results.

The complete score:

Rider and Machine	Mileage
I. D. Kuehl, 4 Excelsior.....	16.9
J. R. Reynolds, 4 Indian.....	15.9
H. Ranzow, 4 Harley-Davidson..	15.4
C. W. Stadden, 4 Yale.....	14.5
Mrs. R. L. Carson, 4 Excelsior..	14.3
L. S. Alvord, 7 Indian.....	13.2
Walter Ericksen, 4 Indian.....	12.5
C. W. Rose, 4 Excelsior.....	12.1
Edward Sonne, 4 Harley-Dav'n	10.0
Earl Townsend, 3½ Wagner....	9.0
A. Wright, 2¾ Indian.....	5.5
R. L. Carson, 4 Excelsior.....	5.5
Albert Glaspell, 5 Pierce.....	4.5

Motorcycle Races at Canfield Fair.

Two exciting motorcycle events were run in connection with the motor car races at the Canfield fair, Youngstown, O., on the 14th inst. C. Governor, on an Excelsior twin, won the 10 miles race in 15:02, and H. Kaiser, on a Harley-Davidson, took the five mile single cylinder class in 8:07. Attendance, 5,000.

TWO HUNDRED AFFILIATED CLUBS

Chairman Estabrook Has Gratifying Results from His Hard Work—Plenty of F. A. M. Literature.

"What's yours, gentlemen, some membership literature, or a little black on white on how to form an F. A. M. club?" The chairman of the membership committee wants to celebrate the enrollment of the 200th F. A. M. affiliated club and invites all non-F. A. M. folk to line up by mail before his quartered oak literary fountain and make their wants known. The chairman has eight popular brands of Estabrook concoctions for stimulating any free lance, young or old, who has a touch of F. A. M.itis, and guarantees that some one of his preparations will touch the spot.

Yes, there are now 200 F. A. M. affiliated clubs. In fact there are 201, but the more important fact is that there are 200. That sounds pretty big, and it has been a long while coming, but now it is a reality. As there are something like 107 more, however, who are unaffiliated, there is plenty of game still left in the Bangor preserves. The three latest clubs to "get their papers" are the following: No. 199, Ashtabula (O.) Motorcycle Club, 100 per cent.; No. 200, Memphis (Tenn.) Motorcycle Club, 26 men; No. 201, Aurora (Ill.) Motorcycle Club, 31 men. The Memphis M. C., which has the honor to possess the double century certificate, also was the last to "jine" in September, making 14 affiliated clubs for the month. Between the affiliation of club No. 100 and club No. 200 just 192 days elapsed. The chairman hopes to do better on the next lap.

Lockport, N. Y., has "waked up," too, and now has a live club. It is called the Lockport Motorcycle Club, and starts off with 25 members. It will hold the charter open until November 1. On its first run the club made the townsfolk stop and "rubber" and exclaim, "Wal, I swan," by parading through town carrying classy cut double pointed, royal purple pennants, bearing gold letters "L. M. C." The officers of this promising club are as follows: E. J. Emmendorfer, president; W. F. Smith, vice-president; W. J. Ferris, Jr., secretary; Roland Gould, treasurer; L. V. B. Nash, captain; Louis Fleckser, first lieutenant; J. Brakman, second lieutenant; directors, A. Hartman, F. L. Drake and two members at large.

"'Way down in Dixie"—New Orleans, La., to be specific—there is also something doing in F. A. M. lines. Valdemar Jensen, a local dealer, has raked together 25 riders, told them they ought to be ashamed of themselves for not having a club, and then proceeded to form them into one. Result: There is a New Orleans Motorcycle Club

now and it has voted to affiliate. They want a few more members first, however.

With booklets in tool bags on motorcycles sent out from the factories, ads in manufacturers, jobbers and dealers' catalogs, enclosures in trade mail matter and other distributing schemes, it won't be the fault of the chairman if the country isn't pretty well plastered with F. A. M. literature of all sorts before long. The Hawthorne Mfg. Co., Bridgeport, Conn., who are better known as the "Old Sol lamp folks," in particular are giving the chairman great aid in his publicity campaign, and many jobbers also are sending him letters promising help that are encouraging.

The chairman has secured a page in the 1912 R-S motorcycle catalog to preach the F. A. M. gospel. Who's next?

H. O. Young, York, Pa., a live dealer, has laid the foundation of a motorcycle club. When the organization is completed it will affiliate.

Affiliation certificate No. 202, issued to the Reading (Pa.) Motorcycle Club, 21 men. How about that other club in Reading following suit?

In spare moments the chairman is laying out material for the registered repair shop campaign. More details when there is something to announce.

Motorcyclists of Hemet, Cal., at a "talk-it-over" meeting decided that a club was a good thing, and organized the Hemet Motorcycle Club. L. Layton was elected president and permanent organization will be effected later. An affiliation plank is in the club platform.

Anent the open muffler agitation being carried on by the Bicycling World and Motorcycle Review, the chairman is going to join in against it. He will revive ex-Secretary Wehman's red anti-cut-out poster and after making a few changes will shoot them out to clubs and members.

The chairman has been hobnobbing and burning the midnight oil with his enthusiastic friend Thomas M. Dunham, of Old Sol lamp fame. They are hatching some big publicity stunts for the spreading of F. A. M. propaganda and the enticing of new members into the ranks. Also F. A. M. clubs may have a chance to win some Old Sol lamps later.

Five Canadians in "Highland Fling."

A rough and tumble trip of 45 or 50 miles through slime, over sidepaths, along deep ruts and in ditches, was the experience of five Toronto M. C. riders using Reading Standard, twin Excelsior and Indian machines. The point of destination was Hamilton, Ontario, the second city of the Canadian Province, and four hours were consumed in covering the comparatively short distance. Recent rains had played havoc with the roads, but the Toronto riders were not going to stop at a little thing like rough thoroughfares, and after what seemed an endless amount of struggling managed to reach their journey's end, but only after each man had taken anywhere from one to several tumbles. One rider lost his belt-idler when he tried to leap a ditch, and another found his pedal broken off after his machine had skidded in the ooze. It was a case of dancing the "Highland Fling" all the way, so that it was a pretty tired bunch which made the trip. Just before reaching Hamilton, Gladish, on his twin-Excelsior, tried to climb a post, and as a result smashed his lamp and bent the front forks all out of shape. On arrival at Hamilton he straightened out his headlight and placing a jar in the lamp for a glass was able to use his light on the return trip.—W. M. G.



JOHN McDOWELL IN THE COSTUME OF 1711 RIDING A 1911 STEED AT THE NEEDHAM, MASS., BICENTENNIAL CELEBRATION

High Praise for New York Roads.

Canadian riders are finding that the roads in New York State are as much ahead of the Canadian highways as the sun is brighter than the moon. Recently two members of the Toronto M. C., Charlie Neilson and R. M. Case, Indian devotees, the latter the social chairman of the club, took a nine days' jaunt to Springfield, Mass., and return, and the nice things they have to say about the roads on this side of the border is not even equaled by their praise of the trip itself. Except for one bad stretch near Rochester, where a gang is repairing the thoroughfare, they found roads as smooth as a city pavement and good time was made on the entire trip. Where the alterations were being made the road was covered with broken stone and was otherwise cut up, so that it took one hour to cover one mile. The pair left their machines at the "Big Wigwam" at Springfield to be repaired and jumped to New York city by train. Three days later they returned to Springfield, where they resumed the return journey by motorcycle. Nine days after they left Toronto they were back home none the worse for wear and only looking forward to the time when they can do it again. Their cyclometers registered 1,100 miles for the trip, and during the time they were away they only used twelve gallons of gasoline.—W. M. G.

Motorcycles to Stop Poaching.

Motorcycles are to be used by the Indiana Fish and Game Commission to apprehend law violators. Twelve machines will be purchased and turned over to deputies to cover their territory. Speed and economy were prime factors in the selection of the machines for the work.

No Handlebar-Riding in Ashtabula.

Ashtabula, O., is "setting its foot down" against the practice of carrying passengers in front of the driver on motorcycles, and an ordinance prohibiting such practices has passed the first reading in the City Council.

KLARK "CHAMPION" OF TWO STATES

Wins Titles for Ohio and Indiana—Makes "Some" Prize Collections at Fort Wayne.

Don Klark, the fast flying Detroit (Mich.) motorcyclist now has the State championships of Ohio and Indiana hanging from his belt. At least he won those titles, as well as a diamond medal and a few other things as well, at the final motorcycle meet of the season at the Fort Wayne (Ind.) driving park on the 8th inst. Although he suffered two defeats at the hands of De Salvo on his Excelsior, Klark nevertheless was the topliner of the day, for he took the "championships," a 10 mile open, and a match, quite a respectable showing. Incidentally he cracked the local track mile record held by himself, cutting three seconds from his old mark. The new figures are 53 seconds.

De Salvo, who, had his machine not sulked at times, might have dug deeper into the prizes, managed to register first in two five mile sessions for 30½ inch fliers. His other pickings were two seconds, one of them in the championships, and a third. Oberwegner, of Toledo, cashed in quite regularly on seconds and thirds. Three local men, Schorey, Kiel and Tullis, also scored firsts, the latter getting a decision over DeSalvo. A crowd of 2,000 saw the events. The summary:

Five miles, 30½ inch class—Won by Schorey; second, Kiel. Time, 6:52⅖.

Five miles, 30½ inch class—Won by De Salvo (Excelsior); second, Oberwegner (Indian); third, Klark (Indian). Time, 5:09⅕.

Ten miles, open, 61 inch class—Won by Klark (Indian); second, Birkenbach; third, De Salvo (Excelsior). Time, 9:15⅖.

Five mile, 30½ inch class—Won by De Salvo (Excelsior); second, Oberwegner (Indian); third, Klark (Indian). Time, 5:07⅖.

Three miles, stock, 61 inch class—Won by Kiel; second, Hogan; third, Strasser. Time, 3:12⅖.

Twenty-five miles, States Championship—Won by Klark (Indian); second, De Salvo (Excelsior); third, Birkenbach. Time, 22:45.

Ten miles, handicap, 30½ inch class—Won by Tullis; second, De Salvo (Excelsior); third, Oberkegner (Indian). Time, 11:06⅖.

Special match, Klark vs. Birkenbach—Won by Klark. Time, 4:49.

All DeRosier at Macon.

Fresh from their thrilling adventures and coin gathering in Alabama, Jake DeRosier and Arthur Mitchel bobbed up in Macon, Ga., on Tuesday, 16th inst., to let the Georgians hear their motorcycles "sing" "Come to Me Pretty Little Yellowbacks." It was Farmer's Day at the Georgia State Fair, and the city was all agog over the "world's motorcycle champions," as the local papers had it. Some local "champeens" and their machines also joined in the speed chorus, but they were drowned out by the big 'uns, particularly Jake, whose machine "sung" so well that most of the "yellowbacks did come to him." Mitchel got some, too, and Charles Schatzman, the local wizard, got what was left, mostly dust. "Bobby" Stubbs, of Birmingham, also was booked, but "Bobby" had a bad eye and concluded to stay home.

Rain on the 17th prevented the bill for that day being run, and as a circus was to be in town the day following, the second day's races were scratched altogether. The summary:

Five mile open, professional—Won by DeRosier (Excelsior); second, Mitchel (Thor). Time, 4:43.

Five mile open, professional—Won by DeRosier (Excelsior); second, Mitchel (Thor); third, Schatzman (Indian). Time, 4:30.

Ten mile open, professional—Won by DeRosier (Excelsior); second, Mitchel (Thor); third, Schatzman (Indian. Time, 8:29.

Hughes Has Motorcycle Stolen.

On Saturday night, October 14th, a motorcycle belonging to E. M. Hughes, formerly vice-president of the old Southern District, F. A. M., and now president of the Louisville Motorcycle Club, was stolen out of his garage. It was a seven horsepower Indian, enameled red, G. & J. tires and Sager toe clips, 1911 model, with free engine clutch. The machine has one characteristic which will make it very easily recognized. The gasoline tank is partitioned off in the forward end to hold auxiliary oil, and a regular Indian oil hand pump is attached to the right handside of the tank. This tank was made to order after Mr. Hughes's original idea and is the only one like it ever put out by the Indian factory. A negro is suspected of stealing it, and persons in Lexington, Ky., Cincinnati, O., and Indianapolis, Ind., are especially requested to be on the lookout for it. A reward of $25 is offered by the F. A. M. for the recovery of it. Mr. Hughes also owns two automobiles and these had been taken out on several occasions and the front axle of one badly bent. Mr. Hughes's address is 2003 South Second street.

City Department Uses Motorcycles.

The Hydro Electric department of the municipal plant at Toronto has gone in for the use of motorcycles on an extensive scale. Eleven machines are being used at present by inspectors and others of the service, the flying squadron consisting of six Excelsiors, three Indians and two Pierces.—W. M. G.

MILE A MINUTE FOR CENTURY

Joseph Baribeau at Winnipeg Wins One Hundred Mile Event in Fast Time—No Record.

By riding 100 miles in 100 minutes 14⅘ seconds, Joseph Baribeau, at Winnipeg, Manitoba, on the 14th inst., wrested the press agent's "world's 100 mile dirt record," from George Evans, of Columbus, O., who was accorded that empty title by having ridden the century in 102 minutes 9⅖ seconds, on September 17 last. Baribeau, as his name implies, is a French Canadian, and rode an Indian machine, or to be more exact, two Indians, for he changed mounts to take on oil.

He recharged his gasoline tank without stopping, a la Stanley Kellogg, the inventor of the "pass-it-to-me-on-the-fly" system, which, for the benefit of those fans not well posted on racing tactics, consists in signaling for gasoline when it is getting low, having an assistant load a canteen, thumb spring valve funnel or other convenient receptacle with the "juice," mount a machine, pick up the record seeker and pass the liquid power to him, whereupon it is steered into the tank, amid more or less splashing, depending on the skill of the pourer, the empty receptacle is thrown to the officials and the pursuer lays down on his tank and screws his face into a knot as he renews his chase of the second hand. All this is done without stopping and makes a great hit with the spectators, who cheer loudly the daring feat.

Baribeau's performance really was a very good one, for he rode with remarkable consistency and displayed good judgment. The day was chilly, cloudy and anything but comfortable for such an undertaking. On his first start he made a voluntary stop in the first lap to unload same oil from an auxiliary rear tank, which was so heavy as to interfere with his speed and steering. This done he again was given the word at 3:35 p. m. The first mile was covered in 59⅘ seconds, but until the eighth mile he did not get under the minute. From the eighth to the 25th the laps varied from 1:00⅕ to 1:00⅗. The time for the quarter was 25:02⅗, a new Canadian record.

In the next 25 miles Baribeau improved by fractional seconds and finished the half century in 49:57, averaging better than a mile a minute. From 50 to 70 miles he ground out the laps like clockwork, and signaled for "gas" in the 71st lap. W. Pelham supplied it to him in the fashion above outlined. Baribeau refilled so neatly that he only lost six seconds in time on the lap. At 75 miles he still was under the minute average, the watches crediting him with 74:41⅗.

On the 80th lap Baribeau hung out the sign for oil and a spare machine was pre-

pared, to which he shifted on the next lap. He drove his new mount for four laps and again switched to the old one in the 85th rounds. The shifts cost him 47 seconds on time. From this point he began to ride faster, and steadily recovered the lost seconds, but was unable to get back all of them, finishing the grind in 1:40:14⅗, an average of nearly a mile a minute for the entire route. As might be expected, Baribeau was exhausted when lifted from his machine. His friends were so enthusiastic over his performance that a subscription fund was started at the track and $60 raised, which will be used to purchase a medal for him commemorating his remarkable ride.

He was allowed to ride two miles over the century to nullify any intimations that he did not cover the full distance. His fastest lap was the 59th, which was done in 58⅖ seconds. Sixty-one laps were ridden in better than a minute, 13 in a minute flat and 23 laps inside of 1:03. On the three remaining laps time was lost taking on fuel, cutting the average for these rounds.

Five watches were utilized, two pairs in relays for catching the laps, and one for taking the full time. The watches were inspected and tested before the start and the full time watch again tested and verified after the finish. The officials connected with the performance are so elated that they are going to ask the F. A. M. to recognize it as a record, but they are due for a polite "No." The best that can be expected is that it will stand as a Canadian record.

After Baribeau had quit riding, W. Pelham went out on a four horsepower Indian for the Canadian 25 mile record. He got it in 29:53⅕, bettering the old record held by himself by 1:03⅕. Then attempts were made against the mile track record of 56 seconds held by Baribeau. There was no more record breaking, however, Hughson, "7" Indian, doing the mile in 1:00⅖, and Rennick, same machine, 1:02⅖.

"The Same Thing Over Again."

First, first, first, first, first, first, just like that, was the way Erwin Baker, of Indianapolis, gobbled the motorcycle events at the Decatur (Ill.) race meet on the 8th inst. The only event that Baker did not win was the novice, and as he long since has risen from that lowly class, he couldn't expect to play wolf in sheep's clothing and fleece the poor lambs, too. George Kennedy, the local favorite, corraled the novice event, and also was placed in other classes.

It certainly was a "fall" day in the full sense of the word, for falls were frequent. Baker went down in a time trial, but was up in a flash and remounted, finishing in 1:00 flat. Kennedy also "bit the dust" without injury, while Louis Herman was less fortunate and came off with fractured wrist bones. Several events were scratched on account of mishaps to men and machines. Baker's "live wire" style of riding was the feature. Attendance, 2,000. The summary:

Three mile novice, singles—Won by Kennedy (Thor); second, Donahue (Excelsior). Time, 4:04.

Five mile open, four horsepower class—Won by Baker (Indian); second, Stone (Thor); third, Kennedy (Thor). Time, 5:39.

Five mile twin class—Won by Baker (Indian); second, Scott (Indian). Time, 4.55.

Eight mile open—Won by Baker (Indian); second, Stone (Thor); third, Donahue (Excelsior). Time, 9:17⅕.

Three mile open, three mile heats; order of finish in all heats same—Won by Baker (Indian); second, Kennedy (Thor); third, Stone (Thor). Time fastest heat, 3:33⅘.

Ten mile open, twins—Won by Baker (Indian); second, Scott (Indian). Time, 10:02.

Ten mile handicap—Won by Baker (Indian). Scratch.



THE MOTORCYCLE SQUAD OF THE DETROIT POLICE ON INDIANS

Walker Walks Away at Peoria.

Thirty thousand people witnessed some good motorcycle racing in connection with the National Implement Fair held at Peoria, Ill., on the 11th inst. Shanemeyer, Walker, Stansbury, Jamison and Plattner furnished most of the thrills. In the five mile 30½ class event Jamison, on an open port Harley-Davidson, after a hard fight, finally passed Plattner, Indian, and led him by a few inches to the tape. Stansbury, Harley-Davidson, was third.

In the fifteen mile free-for-all there were eight good entries, and from the crack of the pistol it seemed to be a duel between Milander, Indian, and Shanemeyer, Excelsior, for the lead. Jimmie Walker, otherwise known as "Walkaway Walker," got a poor start and had to pedal his machine almost to the quarter pole, giving the rest of the field practically a half mile lead. For the first three miles Milander and Shanemeyer kept see-sawing for the lead, but on the fourth lap Shanemeyer pulled away and held his advantage until the thirteenth mile, when he picked up a nail, making it necessary for him to finish on a flat tire. Walker in the meantime passed everybody but Shanemeyer, and on the fourteenth mile took the lead, finishing first, with Jamison second and Shanemeyer third.

The ten mile 30½ class was another nip-and-tuck affair all the way, Walker again getting a bad start, but finally catching up with the leaders and staying there. Stansbury, Walker and Jamison kept tearing off miles around the one minute mark, until finally Stansbury overtook Walker on the home stretch, leading him across the finish line by a length, with Jamison third. The summary:

Five mile, 30½ class—Won by Jamison (Harley-Davidson); second, Plattner (Indian); third, Stansbury (Harley-Davidson). Time, 6:20.

Fifteen mile free-for-all—Won by Walker (Harley-Davidson); second, Jamison (Harley-Davidson); third, Shanemeyer (Excelsior). Time, 16:42½.

Ten mile, 30½ class—Won by Stansbury (Harley-Davidson); second, Walker (Harley-Davidson); third, Jamison (Harley-Davidson). Time, 11:52.

Motordrome for Portland, Ore.

The Portland Motorcycle Club expects to hold its race meets next year on the new motordrome now in course of construction near the Twelve Mile House, near Portland.

LEGISLATION AGAINST CUT-OUT

Los Angeles Solons Prepare New Ordinance to Correct Defects Found in That Previously in Force.

Los Angeles, Oct. 20.—There is every appearance that the ordinance recently drafted to abolish the practice of running automobiles and motorcycles with the muffler open will become a law. The ordinance is in the hands of traffic squad head Sergeant Butler and Prosecutor Nimmo, and contains a section prohibiting the opening of mufflers.

It has become a matter of comment that the police long ago did not end this nuisance by making wholesale arrests, but the city has been without a really prohibitive law for a year. Before the present traffic ordinance was adopted by the Council, there was an ordinance which enabled the police to convict riders of motorcycles and chauffeurs who did not keep their mufflers closed. The ordinance stood the test of the police courts until a year ago, when a motorcyclist found defects in it, pleaded not guilty and was acquitted. Since then the present ordinance was enacted, but it, too, contained defects which the motorcycle policemen could not overcome.

A draft of the proposed new muffler ordinance now is in the hands of Assistant City Attorney Robertson. The entire traffic ordinance is about complete and in a few days will be presented to the Council. The section concerning mufflers reads:

"Section 50. It shall be unlawful for any driver to drive or cause or permit to be driven any motor vehicle in, upon or along any public street, or to operate or cause or permit to be operated the motor in any such vehicle in any public street, if such motor vehicle or the motor in such vehicle is not provided with a good and sufficient muffler properly attached thereto of such construction and sufficient to muffle or deaden the sound of the exhaust from such motor; or if the exhaust from such motor in such vehicle is ejected otherwise than through such muffler; or if such exhaust is ejected toward the surface of the street or ground."

Matthews and Pfeifer Star at Dayton.

"Shorty" Matthews and his white Thor IV swept the platter clean at the motorcycle meet of the Dayton (O.) Motorcycle Club at the fair grounds track on the 14th inst. Matthews won every event in which he started, which was about all that could be expected of him. Russell Smiley won the city championship from Ivan Jacobs, and also stamped his trade mark on a five mile open. Tobias graduated from the novices, and Pfeifer was the king bee of the private owners. Unfavorable weather scared away many riders and spectators, but those who attended were rewarded by some snappy racing. The summary:

Three mile novice—Won by Tobias (Thor); second, Steger (Merkel); third, Pfeifer (Thor). Time, 5:12⅖.

Three mile trade riders—Won by Matthews (Thor); second, Smiley (Thor). Time, 3:46⅖.

Five mile private owners—Won by Pfeifer (Thor); second, Hilton (Harley-Davidson). Time, 6:16.

Five mile open—Won by Smiley (Thor); second, Jacobs (New Era). Time, 6:26⅖.

Ten mile open—Won by Matthews (Thor); second, Forrer (Indian); third, Jacobs (New Era). Time, 12:26⅗.

Three mile stock—Won by Matthews (Thor); second, Mumma (Indian); third, Gross (Thor). Time, 4:06⅖.

Five mile city championship—Won by Smiley (Thor); second, Jacobs (New Era); third, Howich (Indian).

Unlimited pursuit—Won by Matthews (Thor).

Motorcycles on R. F. D. Prove Profitable.

Statistics on the rural free delivery service, as brought out at the national convention of R. F. D. carriers in Milwaukee, Wis., indicate that thousands of the carriers are able to afford motorcycles, and that this field affords great possibilities for development in the sale of these machines. There are approximately 41,500 R. F. D. carriers, who cover daily 1,007,000 miles in traversing their routes, and serve 21,500,000 people. The compensation of an R. F. D. carrier is graduated according to length of route. The minimum salary is $440 per year for routes not exceeding eight miles, and the maximum salary $1,000 for routes of 24 miles or more. While the average route is nearly 25 miles the average salary is about $35 less than that of a 24 mile route, owing to the fact that 18,000 routes are beyond the limit where mileage is a factor in determining the amount of wage commensurate with services mentioned. Therefore the average compensation may be said to be $965. Inasmuch as a great many owners of motorcycles who follow various pursuits have annual incomes of less than $1,000 per year, there seems no good reason why a great many more R. F. D. carriers cannot use motorcycles. Furthermore, while a great many carriers are not required to give all their time to covering their routes, and derive extra revenue from "sidelines," it would appear that the use of motorcycles would help them to cover their routes more rapidly, and so have more time for other occupations. The extensive advertising being done by some motorcycle manufacturers in the R. F. D. journals indicates that they are alive to the possibilities of this field.

San Antonio, Tex., is reported to have good prospects of securing a board motordrome for next season. Outside parties are behind the project.

NEW MANAGEMENT AT GUTTENBERG

Well Known Newspaper Men Now Control the Track for Motorcycle Races—Big Crowd Last Sunday.

At last there is hope for some good, clean motorcycle racing for New York City fans. The Guttenberg (N. J.) track will be the stage, but the management will be far different from heretofore. Since the Metropolitan Motor Racing Association took over this track, motorcycle racing has received a new and much needed impetus. The new management is composed of newspapermen, viz: E. F. Korbel, president; M. W. Colwell, vice-president, and J. T. Shaw, secretary-treasurer. All are well known to the automobile and motorcycle fraternity in and around New York.

This trio really has assumed full control of the track, and ex-promoter Shaffer has not even a finger in the pie. They propose to put on clean and snappy racing, with the object of providing good sport, and let the financial rewards come as they will. That the new management really means business is shown by the preparations that were made for the opening meet scheduled for Sunday, 15th inst., but which had to be postponed on account of rain.

Real entry blanks were issued, also programs, track officials were engaged, likewise police to keep the course clear, and best of all, the meet was well advertised not only in all boroughs of New York City, but in Jersey as well. The New York papers carried more advance matter on the meet than on any motorcycle meet ever held in that section, and window cards were placed along automobile row. As a result over 3,000 people, many of them motor car parties, came to the track on the 15th, and kept coming until four o'clock, when a brisk shower set in. It was the largest crowd that ever attended a motorcycle meet at the track. When the meet was postponed before two o'clock, by unanimous vote of the riders, to whom the question was referred by Referee Pitman, all spectators were admitted free and the management put on a five mile race between J. U. Constant and J. J. Cox. Constant won by half a length. Ralph De Palma, the automobile racer, also gave exhibitions both alone and against motorcycles.

It is the intention of the management to put on special features such as exhibitions by well known automobile drivers, and also to devise new and interesting events for the regular program. Over 60 entries already are in hand for the opening meet on the 22nd, and Ferd Mercier will make his long expected debut in the professional ranks.

DE ROSIER BACK FROM THE SOUTH

Tells Why He Quit the Indian and Is Now Riding the Excelsior—His Plans for the Future.

As unexpectedly as if he were Old Nick himself, Jake DeRosier "blew" into New York Thursday, straight from the sunny, and for him somewhat strenuous South. Naturally the first question fired at him was, "Why did you switch from the Indian to the Excelsior?" and here is DeRosier's own version, published for the first time. "When I went to Chicago from here in August," he said, "Wolters and the Excelsior were just beginning to worry our boys at the motordrome, who couldn't hold him and were getting beaten regularly. We had our best machines, '21' and '23,' out there with Balke on them, and Wolters was holding a gap on Balke all the time.

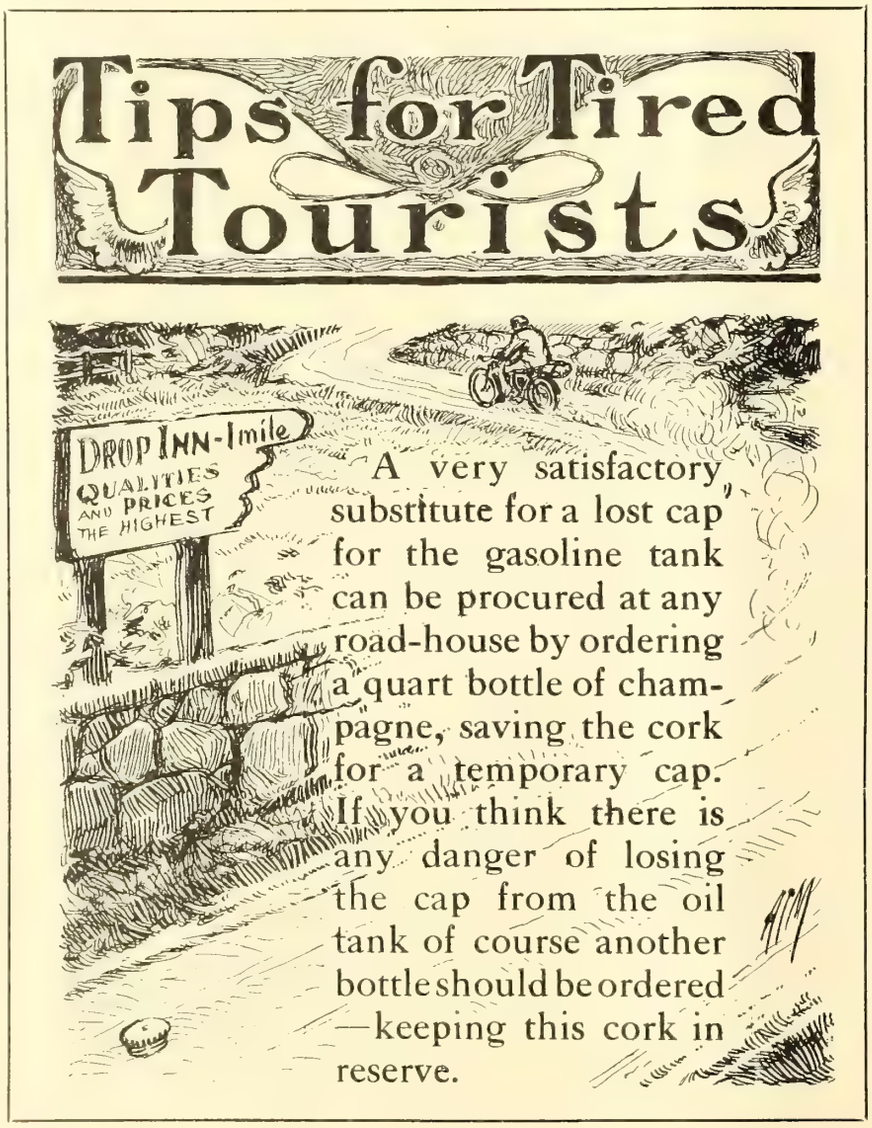
"When I saw this was no dream, I notified the factory that '21' and '23' were not fast enough, and that something should be done, meaning that faster machines should be sent out. I had our best interests at heart and did not want to see our boys getting licked all the time. Well, for that little act of kindness I got a letter from the factory telling me that Balke and I had better look for new jobs, as the factory didn't have anything fast enough for us then, and had no time to build anything, either.

"Of course, this rather took me by surprise, because I had been with the Indian people so long and always had done my best for them, but as long as they felt that way about it, why Balke and I just saw the Excelsior people and they built machines for us, and were mighty glad to get us. From what we saw Wolters do with it we knew it had the 'stuff' in it. There are a lot of people in the game who have been tickled big because we got canned,' but perhaps they can tell me what for. I'm sure I don't know, and I guess no one but those who did the 'canning' do, and they won't tell, but perhaps I insulted them when I told them for their own good that their machines were not fast enough."

DeRosier says that he is very well satisfied with his new mount, and hasn't any fears of being able to maintain his reputation. While not at all boastful, he is as willing as ever to meet anybody anywhere for any distance. After the "pothunting" season closes in the East he is going to California for the winter. Balke now is at Sacramento and will ride at Oakland when it opens.

Novelty Race at Laurel.

A new sort of novelty race was put on at the Laurel (Md.) track on the 14th inst, in connection with the horse racing, when two runners on foot, running horses and a motor car were sent away against a motorcycle. J. S. Berryman, on a Harley-Davidson, was the motorcyclist. Berryman got a bad start, which cost him victory, for once under way he went like a streak and would have won hands down had the delay in getting away not occurred. The foot runners finished one, two, a horse third and the motorcycle and automobile were fighting it out in the stretch. The handicapping was poor, likewise the start, but the spectators seemed to enjoy the, to them, novel sight. The race was run on a mile track.



FIFTY MILLION FOR GOOD ROADS

Ohio State Commissioner, Backed by Several Organizations, Seems Assured That This Sum Will Be Spent.

"Fifty million dollars for good roads in Ohio." To some this may seem a pipe dream, but according to State Highway Commissioner James R. Marker this slogan indicates an awakening of the good roads project that will put Ohio to the fore in the matter of good roads. Perhaps if the Commissioner's plans develop motorists will whisk through the State without being jarred nearly insensible by "thank-ye-ma'ams."

Commissioner Marker is not pushing the project forward alone, as it is claimed that he is backed by the Ohio Good Roads Association, motor clubs, granges and State officials. In order that the plan may mature quickly it proposed that the fifty millions be raised by a State bond issue. To gain the popular approval of the project is the watchword of the good road backers.

At this point some exceedingly surprising but interesting statistics enter into the matter. According to the Highway Commissioner, Ohio roads are being improved now at the rate of 120 miles a year. Taking this statement for a basis for calculation it will require 750 years to improve the 90,000 miles of roads in the State. To improve the 50,000 miles of free delivery routes and 8,000 miles of roads, which could be used in an inter-county improved road system, it will require 410 years to improve the post roads and 65 years to complete the inter-county system.

In the inter-county roadway system the Commissioner thinks that he is offering an inducement that will prove a boon to the motorist. The idea in brief is to connect the principal cities of the State with a broad, brick-paved highway. By this plan Columbus, Cleveland, Mt. Vernon, Wooster and Akron would be connected by a direct route. Through the middle of the State the old national road, constructed nearly a hundred years ago, would be converted into one of the finest of highways between the East and Middle West.

The World on Wheels: News Notes from Everywhere



His motorcycle brought William Dreiblebuss, of Fort Wayne, Ind., to Philadelphia and New York to see the world's series baseball games. He is going back the same way.

Atlantic, Ia., now has a motorcycle club. It is called the Atlantic Motorcycle Club and started with seven members. The officers elected were A. W. Jensen, president and secretary, and M. W. Shay, treasurer.

Elmer Gress is president and Vincent Steger secretary of the newly formed Dayton (O.) Motorcyclists' Club. It is intended to make the organization rather "select," and applicants for membership will have to attain a certain standard to get in.

Between now and December 31 every motorcycle in the State of Wisconsin must be registered with the Secretary of State under the provisions of the new law. The fee for motorcycles is $2. After the first of the year the machines will have to be re-registered.

At an enthusiastic meeting the Coshocton (O.) Motorcycle Club was formed by motorcyclists of that city. Rolla Peacock was elected president and Arthur Loos secretary-treasurer. The club has secured quarters in the Hay block and plans to affiliate with the F. A. M. later.

"Feeds" and vaudeville entertainment after the transaction of business are becoming popular features of many motorcycle club meetings. The Poughkeepsie (N. Y.) Motorcycle Club is one that uses this scheme for keeping up interest and creating new members with great success.

Now that the outdoor activities are tapering off with the approach of cold weather the Worcester (Mass.) Motorcycle Club ushered in its indoor season with a dance party in its quarters on the 6th inst. The hall was prettily decorated with red, white and blue bunting and ribbon paper, and tiny electric lights were strung on the grounds. Everybody had a good time.

Articles of incorporation of the Old Orchard (Me.) Automobile Association have been filed with the Secretary of that State. Among the objects of the corporation are the promotion of motorcycle contests. The officers are Fred C. Goodwin, president; Walter J. Gilpatrie, secretary; Charles E. Goodwin, treasurer. The association recently promoted races on the beach at Old Orchard.

It is worth something to belong to the Wassacucon Motorcycle Club, of Newburyport, Mass. A handsome club house was erected near the Parker River Bridge, 30x16, with a broad piazza facing the road. The club was organized last spring and has 10 members. The name is an Indian one, meaning "Parker River." All motorcyclists are welcome at the club. The officers: Sumner Parker, president; William Noyes, secretary-treasurer.

So successful was the big roundup of Central California motorcyclists at Livermore recently that two carnivals of the sort are planned for next year. G. H. Robinson, who arranged the recent gathering, was selected to engineer the 1912 affair and he will lay his plans early. The prime object of the carnivals is to boom San Francisco for the F. A. M. meet in 1915, during the Panama-Pacific Exposition.

New officers have been elected by the Norwich (Conn) Motorcycle Club to serve six months. They are C. C. Simpson, Jr., president; W. C. Bode, Jr., vice-president; Ralph Wilson, secretary; W. H. Stebbins, treasurer; C. V. Pendleton, Jr., captain; H. T. Burdick, first lieutenant; Edward Adams, second lieutenant; directors, Charles Roessler and John Hart. A race meet at the fair grounds is under consideration.

Open mufflers and speeding in the city are tabooed by the Seattle (Wash.) Motorcycle Club. The club is co-operating with the authorities in suppressing these nuisances. The club has a set of rules providing for the fining for the first and second offenses, and expulsion for the third, of members violating either the speed or open muffler ordinances. Of the 500 motorcyclists in the city 167 are members of the club.

Jack Prince is going to build a new one-third mile motordrome in Los Angeles, Cal., this winter. It will be located within a block or two of the old Coliseum and will be operated by the Riverview Exposition Co., of Chicago, who are back of the venture. The mile motordrome at Playa del Rey, is a white elephant, hence the new track. Pending the completion of the saucer, Prince will put on races at the Oakland (Cal.) motordrome.

Skids and spills have no terrors for Laura Tammany, a fair motorcyclist of St. Louis, Mo. Her first mishap was a skid in which she was thrown and severely bruised. Her next adventure was while riding tandem on a track in practice for a race. Her companion, who was driving, took a turn too fast and Laura was spilled off the rear very neatly, but escaped with bruises. Despite the mishaps, she says "that she just cannot give up motorcycling."

Breaking the local track record for one mile, so it was claimed, P. H. Rich, driving an Indian machine, won the ten mile Fair Grounds, Spokane, Wash., on the 7th inst. Rich won by half a lap and was clocked in 12:03½. He negotiated the first mile in 1:12, which was stated to be a reduction of one and one-half seconds from the previous record. C. Crutchfield finished second, and was the only other rider to finish, J. Frieze taking a tumble in the 15th lap. He was unhurt.

Some good professional and amateur pickings are offered on the motorcycle speed card which will be run off at the Gulfport (Miss.) fair on November 11. The program is as follows: Professional, open, three, six and nine mile heats; $100, $50, $30; private owners, belt drive, prize values, $20, $10; private owners, belt or chain, prize values, $25, $15; potato race, prize values, $15, $10. The promotors are the Mississippi and Gulf Coast Exposition Co., of Gulfport.

Fifty motorcyclists attended a banquet celebration of the first anniversary of the Terre Haute (Ind.) Motorcycle Club, held at the rooms of the Indian Motorcycle Club on the 1st inst. The club started with 20 members and now has over 200. There was a lot of high brow post prandialism, the oratorical honors going to President H. E. Baldwin, who spoke on "Fidelity to Our Club," and was honored with loud applause. Music and card games contributed to the enjoyment of those pres-

ent. The club is talking about erecting a club house in the suburbs next year.

There is a small boy in West Atchinson, Kan., who has "something coming to him" if Myles Myers and Al Bradley, two motorcyclists, ever learn his name. Myers and Bradley were riding along West Main street the other day, when a small urchin let them have a bucket of water that thoroughly drenched them. Immediately after giving them an involuntary shower the culprit fled, and the surprised motorcyclists had to go home for dry clothes.

"Give and Return" is the slogan of the Madera (Cal.) Motorcycle Club, which is doing things in its section in a quiet but forceful way. The club has a good roads committee, which is agitating the movement for improved highways, and calling attention to bad roads in the district. Meetings are held at members' homes and are followed by social entertainments which are proving to be quite a success. The club charter closed with 18 names on the roll. Regular Sunday runs are held to various points.

With railroad-like precision, Fred Ellett won the secret time run of the Elmira (N. Y.) Motorcycle Club, held on the 8th inst. He covered a 40 mile course in 3:08, only 20 seconds faster than the official time. By his victory Ellett secures a grip on the handsome $75 silver trophy donated by the Eclipse Machine Co., which becomes the permanent property of a three time winner. The official time was taken from the time made by a non-contestant over the course on the day previous. This time was placed in a sealed envelope, which was opened after the conclusion of the run. Naturally the official time was known but to a few officials.

From Mobile, Ala., to Aurora, Ill., is the motorcycle trip undertaken and just completed by G. Gewin and T. B. Henderson. Both rode Thor singles. They left Mobile on September 24 and toured leisurely, stopping whenever fancy dictated. The tourists report deplorable roads in many places and also found the Cumberland Mountains quite formidable going. Aside from numerous falls the only mishaps were punctures. Rain was encountered nearly every day of the trip. The object of the trip was a visit to the Thor factory, where new twins were waiting for them. Henderson will ride back to Mobile, while Gewin will point his front wheel for Toledo, O., his home city. Henderson figures on a trip mileage of over 3,200 when he reaches Mobile again.

Theft of a motorcycle and side car which landed the thieves in court gave the moralists and their "honor among thieves" doctrine a severe jolt in London, England, recently. The prisoners, Edward Hurley and John Miller, admitted having broken into a warehouse and taken the machine. It was brought out in the trial that Miller was an ex-convict and had gone to South Africa to "turn over a new leaf" and start life afresh. Eventually he became a member of the Natal police and fortune smiled on him until it became his duty to round up a gang of horse thieves. In the gang was an old pal, who had been convicted with Miller in England years before. Enraged at his arrest by his former confederate, the pal "peached" on Miller and he was dismissed from the force. Failure to obtain employment finally led him to drift back to his old pursuits and resulted in his arrest for theft.

The annual endurance run of the North Shore Motorcycle Club, of Chicago, will start on Sunday, October 29th, from the club house, Clarendon avenue and Sheridan road, at 6 a. m. The run will be to Milwaukee and return. The schedule calls for 18 miles an hour, which is considered rather fast going over the East road, as this is mostly mud and sand. A large number of entries have been received, and it is expected that about 75 riders will participate. Gold medals will be given for perfect scores at the finish and silver for all having over 900 points.

The larger silver cup offered by the club for the highest score in the three secret time runs was won by Ben Blankenheim, riding a five horsepower Indian, with a score of 931 points. The final run was held on October 8th.

Forty members and friends of the Norwich (Conn.) Motorcycle Club participated in the "housewarming" attending the opening of the club's new quarters at 48 Franklin street. Fine clam chowder was the piece de resistance of the refreshments and was followed by a smoker. In its new rooms the club has perhaps the best appointed motorcycle club quarters in the State. The rooms embrace two floors, the lower floor being devoted to a reception room and workshop, while the upper floor is used as an assembly hall. The quarters have been refinished tastefully and cozily furnished for club purposes. The good taste shown in the fitting up of the quarters evoked many favorable compliments, which belong to the credit of Fred Friswell and W. C. Bode, Jr., who had the work in charge. The club now has 50 members, and is recruiting its ranks from a wide radius. At a short business meeting preceding the "fandango" the club voted to hold the charter open until November 1 and to meet twice a month.

Northwestern Motorcycle Notes.

The next meeting of the North Pacific District, F. A. M., will be held in Portland some time in June, 1912, probably during the annual Rose Carnival.

A number of the members of the Portland club have journeyed on their machines this fall to the Clackamas River and have had very good luck with the finny herd.

President Lindsay, of the Portland club, attended the first semi-annual meeting of the North Pacific district, Federation of American Motorcyclists, held in Seattle last month.

After the meeting adjourned those present were escorted to the Olympia Cafe, where a fine table was set with the best in the market, which was enjoyed until a late hour.

C. L. Smith, Los Angeles, Cal., a leading dealer of that city, has secured the Pope motorcycle agency. He formerly handled the Merkel. The Pope will sell for $190 on the coast.

Mr. Lindsay states that he was received with open arms by the members of the Seattle Motorcycle Club and was given a grand time. The Seattle boys have the right spirit, are very enthusiastic, work well together for the interest of their club and the general good of the motorcycle game.

Mr. E. L. Moore, purchasing agent for the United States Signal Corps for the Northwest and Alaska and secretary of the Seattle Motorcycle Club, was unanimously elected vice-president of the district, and Mr. Lindsay was unanimously elected secretary. Mr. Carl Hassenpflug, of Seattle, was elected treasurer.

A number of good results were accomplished at the meeting, which will have a tendency to promote good fellowship among the various clubs of the Northwest and to make the race meets of the future more interesting for the riders as well as the spectators; each race meet will have riders from other cities, and it is expected to pull off some very warm events next season.

The Portland Motorcycle Club is now located in comfortable quarters at 43rd and East Morrison streets. President, J. Benton Lindsay; vice-president, James Walls; secretary, E. A. Ansley; treasurer, Chris F. Heick; sergeant at arms, Harry Beck; club captain, Verne Maskell; directors, J B. Lindsay, J. Walls, E. A. Ansley, E. Greisheimer, P. J. Ford. The club is, of course, affiliated with the F. A. M.

Frank W. Young, of El Central, Cal., located about 10 miles from the Mexican border, recently completed a trip from that point to Tacoma, Wash, on a twin cylinder Excelsior. He reports a very enjoyable trip, his machine making a splendid showing on the long journey, and but a few minor repairs being necessary. The roads were found in excellent shape for motoring, with the exception of roads in the vicinity of Redlands, Cal. and from Portland, Ore., to Centralia, Wash.

Former Cyclist Killed in Accident.

William Pearce, formerly a well known bicycle and motorcycle rider, but more recently a racing automobile driver, met with an accident while racing at Sioux City, October 19th, which resulted in his death.

Indianapolis Boys' Vacation Trip Awheel

Three Indianapolis boys, 17 years of age, Karl Schoen, Harold Simpson and Donald Ferguson, had this summer a 522 mile bicycle trip over the roads in the Hoosier State, and were so pleased with their vacation trip that they will tackle the hills and the roads again next year. The trip took them ten days—the boys riding only a little over an hour on the tenth day. They experienced some of the roughest roads in the state, and the conditions were such in some sections of the country that 50 miles a day was considered exceptionally good time. The object the youthful riders had in view, besides getting just a view of the country, was to visit the Wyandotte Cave, one of the most famous in the country. This cave is not as large as Mammoth Cave, but it is regarded as a more beautiful one, and it was well worth the going to see, according to the boys' story.



KARL SCHOEN, HAROLD SIMPSON AND DON FERGUSON

Wisely enough, the boys carried only the things that were very necessary for such a long road trip, and all that they took they carried on their handle bars. Each boy carried a blanket and an oil cloth of the same size, an extra shirt, a full army kitchen, set and repair kit, an extra pair of hose and a couple of handkerchiefs. One of the boys carried a camera, and another carried a lamp, which was used as a camp light at night. The boys did no "night riding."

It was the plan of the boys, who are all Y. M. C. A. lads, to sleep and eat in the open all the time, and with the exception of one or two times when the riders got into the larger cities and ate in restaurants, they ate all their meals in the open. They did not need a fire to cook their meals, which consisted chiefly of crackers and sardines, with some watermelons thrown in occasionally for desert. When they returned home they looked to be very healthy.

The riders left Indianapolis on Monday, August 14th, and returned nine days later, August 23rd. On the first day the boys started out at 7 o'clock and rode 64 miles, sleeping near Seymour. It rained that night, but the boys, under their oilcloth covering, did not get very wet. On the first day Ferguson and Schoen got punctures, and it took them about 15 minutes to repair each. Aside from this the initial day's trip was a pleasant one, the roads being exceptionally good.

On the second day, August 15th, they started out at 6 o'clock after getting a "handout," which they paid for, at the farm house. The roads were very muddy on account of the rain at night and only 34 miles were covered that day. Simpson's tire went bad about two miles from Crothersville, which was reached shortly after noon, and Simpson had to walk to the town, where he hoped to purchase a new tire. There were no tires to be purchased in the town, however, and Simpson telephoned back to Seymour for one. The new tire came and about four hours was lost waiting for it. At 4 o'clock the riders started for Scottsburg, which they reached at 6 p. m. The best roads on the trip were experienced on this stretch. The roads here are slate, and the stretch is about 15 miles long. When the riders were about a mile from Scottsburg they were caught in a driving rain, which they said was one of the hardest they had ever seen. They were thoroughly drenched when they rode into town. The rain lasted about an hour. Simpson took a hard fall and was skinned up about the knees and arms, and his clothes were torn. When the riders got to Scottsburg they dried themselves in a flour mill and they slept in shucks in the mill that night. Their supper consisted of the same thing their dinner had consisted of, namely, salmon sandwiches and graham crackers.

On the next day, August 16, the boys made the fastest time of the trip, covering 68 miles. They went from Scottsburg to Corridon, Ind. Leaving their beds of shucks at 4 in the morning they hastened on to Louisville, Ky., where they arrived at 9:30 a. m. Here they took a swim at the Y. M. C. A., where they rested until 4 p. m., when they got out of Louisville. Here Ferguson purchased a new tire. The boys made 34 miles from 4 to 6:30, over good toll roads, where 1 cent a mile was charged. This time was unusually good over the hilly country. One of the hills, or "mountains," as they called them, was so rough and so long that it took them about a half hour to climb it, but then the riders said that there were two sides to all the hills and when it took them a long time to climb one side it was a pretty sure sign that they would make pretty fast time going down the other, which they did.

The riders, with the exception of Simpson, who got a puncture, had very little trouble on their way back to Corrydon from Louisville. At Corrydon the tourists saw the first Indiana State House and the Constitutional Elm, under which the first laws of Indiana were made. It was at this place that the boys had only watermelon for supper, the melon being given to them by a constable who took "pity" on them. The riders sat down and ate their meal on the curbstone of the court house yard. A hard board floor in an open air canning factory furnished the beds for the riders that night.

On the next day, Thursday, August 17th, the riders left Corrydon, Ind., at 7 a. m., and covered 19 miles. It was on this day that the boys visited Wyandotte Cave. They spent many hours in the cave, which is the

most beautiful natural cave in the country. Wyandotte Cave is 12 miles from Corrydon, or five miles from Leavenworth, where the riders spent the night. The road was very rocky from the cave to Leavenworth and the lads had to walk a greater part of the way. After a sardine and cracker sandwich supper the riders slept on grain sacks at a wharf house on the Ohio River. Here the mosquitoes played an important part in keeping the travelers awake during the night, so they could keep a watch for a boat that was to arrive at 1 o'clock in the morning, and which was to take them down to Rockport, Ind. The boat did not come in until 6 a. m. and the riders spent the whole day on the boat. They were the only passengers and practically took possession of it. They had many interesting experiences on the boat, which let them off at their destination at 11 o'clock at night. Ninety-two miles was covered that day on the water. At Rockport they slept on paper in another wharf house.

On Saturday, August 19th, the riders covered 59 miles, ending up at Haubstadt. They practically walked from Rockport to Evansville, Ind., because the roads were so sandy and dusty. The riders had another bath at the Evansville Y. M. C. A., where they were accorded no little reception. They left Evansville at 4:30 and reached Haubstadt at 7:30. Simpson had another puncture on this trip and the riders lost the road for the first time. This got them into Haubstadt later than they had planned. They slept on benches in a railroad station that night.

The next day being Sunday, the riders got up at 5 a. m. and stole out of the little German village and started out for Vincennes, a distance of 54 miles. They reached Hazelton at 11, where Simpson fixed his coaster brake. The boys had a hard time finding a repair shop open that day. The roads from there to Vincennes were very bad, and after leaving Hazelton at 4 p. m. they started out on the remaining 25 miles and reached their destination at 7:30 in the evening. They had to ferry across the river at Hazelton. The evening was spent at Vincennes looking about the historic town and walked across the bridge over the Wabash into Illinois. The travelers slept in a park on their blankets.

Sixty-one miles were covered on Monday, August 21st, and the boys reached Terre Haute, Ind., where they had another bath and swim at the Y. M. C. A. They experienced good roads until they were about five miles from Terre Haute, where the sand and gravel was about a foot deep. They had to walk into the city. They had left Vincennes at 4:30 that morning and reached Terre Haute at 6 in the evening. On that morning the boys had something new for breakfast, which they ate at the fair grounds. They had canned beans and rolls. While at Sullivan, where they ate dinner, they had the "conventional" crackers and watermelon. Two miles from Sullivan the boys stopped for two hours and took a nap in a school yard. Evidently the early rising that morning did not agree with them. At Terre Haute the tourists slept on some comfortable mats in the Y. M. C. A.

The riders rode to Plainfield, 61 miles, on the National road, the next day. They had left the "Hut" at 7 that morning and they got into Putnamville at noon, where they had some crackers and sardines. They left there at 1 o'clock and found the roads good but hilly. One hill was about three-fourths of a mile long, and although it required some labor to mount the hill, the boys found that the other side "went down" and they "went down" a flying. They had 12 miles yet to go to reach Plainfield and they got there at 6 o'clock. After eating one of their "conventional" suppers of watermelon and crackers, the boys went to sleep in a school house yard.



WILLIAM WALLACE DAVIS,
Brooklyn's faithful cyclist, to whose initiative was due the recent monster Cycle Path parade.

The next day, August 23rd, Wednesday, they started out for the last 12 miles on their trip at 7 in the morning and they reached Indianapolis at 8:20.

Tack Throwers Caught Red-Handed.

Bicycle and motorcycle riders, automobile drivers and other users of pneumatic tired vehicles were caused much trouble and expense on a recent Sunday morning in Topeka, Kan., by boys, who had strewn tacks in the streets. Their plan of operation was quite original. The tacks used were really belt rivets stolen from the local street railway company. The rivets had flat heads about the size of a dime and a half inch sharp pointed stem.

These rivets the boys set up in rows across the street, placing them two or three inches apart in three rows and the rows about eight feet apart. No tire could pass without a puncture, and the boys soon had a merry old time watching the numerous repair jobs being carried on along the curb. In all three of the pitfalls were set up in as many different locations in the city.

The police were quick to investigate in response to the wholesale complaints of the victims, with the result that two of the miscreants were caught and information obtained which will lead to the arrest of another. An example will be made of them for the benefit of others who may have an inclination for this sort of "sport," and it is hoped the example will be a salutary one.

More Bicycles Than Other Vehicles.

Richmond, Ind., is a city where many bicycles are ridden, according to figures just compiled by Controller McMahan showing the number of licenses issued to vehicle owners. Of the total of 2,681 tags issued 1,254 were to bicycle riders. The next largest number, 840, were to owners of one-horse rigs. The total number of bicycles in the city is not represented exactly as riders under 14 years of age are not licensed.

The assertion made so often "everybody has an automobile now," is refuted by the figures. Only 245 licenses have been issued to automobile owners, most of them being for two and four passenger cars. The motorcyclists total 52, or nearly 20 short of the number last year.

Baltimore's "Champion Thief Catcher."

Patrolman Ewing, of the Baltimore police force, lays claim to being the champion bicycle thief capturer and is ready to defend his title at any time. He added more laurels the other day to his fame by trapping a negro, who, it was afterward proven, had been consistently stealing bicycles left unguarded outside houses or stores for a few moments. Several victims of the negro identified him as the one who purloined their cycles, and now the thief is cogitating on the evils of stealing bicycles, while waiting for his case to be threshed out in court.

Fine Prizes for C. R. C. A. Race.

The way the prizes are being received for the ten mile race of the Eastern Division will tend to draw out what ought to be the largest amount of starters that any race has had this year. Headed by a Columbia special 1911 racer, the list includes three lamps and other sundries that are essential to the cyclist racer, as also a silver medal to the first member to finish, and a solid gold watch as first time prize. Entries and inquiries will be received by George Bieregel, 1105 Amsterdam avenue, New York City.

2200 INQUIRIES



A Word to the Live Dealer

If your application is not among the letters above shown or if it has not reached us in subsequent mails you had better "get busy." Mind you we do not promise to award you territory but if there is a possible opening in your territory we will tell you and then it's up to you to prove to us that you are the "Live Wire"—the man for the place. And let us say right here, if we tell you there is a chance for you to get onto our 1912 selling force you had better jump the next train for Milwaukee. Then when you get here we'll prove to you that the New Harley-Davidson is all we have claimed and more. Then you will appreciate why our dealers who have seen and ridden our new model all say "Can you build enough?" "Will you make deliveries of all I can sell?" Listen to what they say:

"Finest thing I ever sat on." W. J. LISTER, Cleveland, Ohio.

"Just give us all we need for California. That's all I have to say."
R. W. SAYERS, of Appeal Mfg. Co., Los Angeles, Cal.

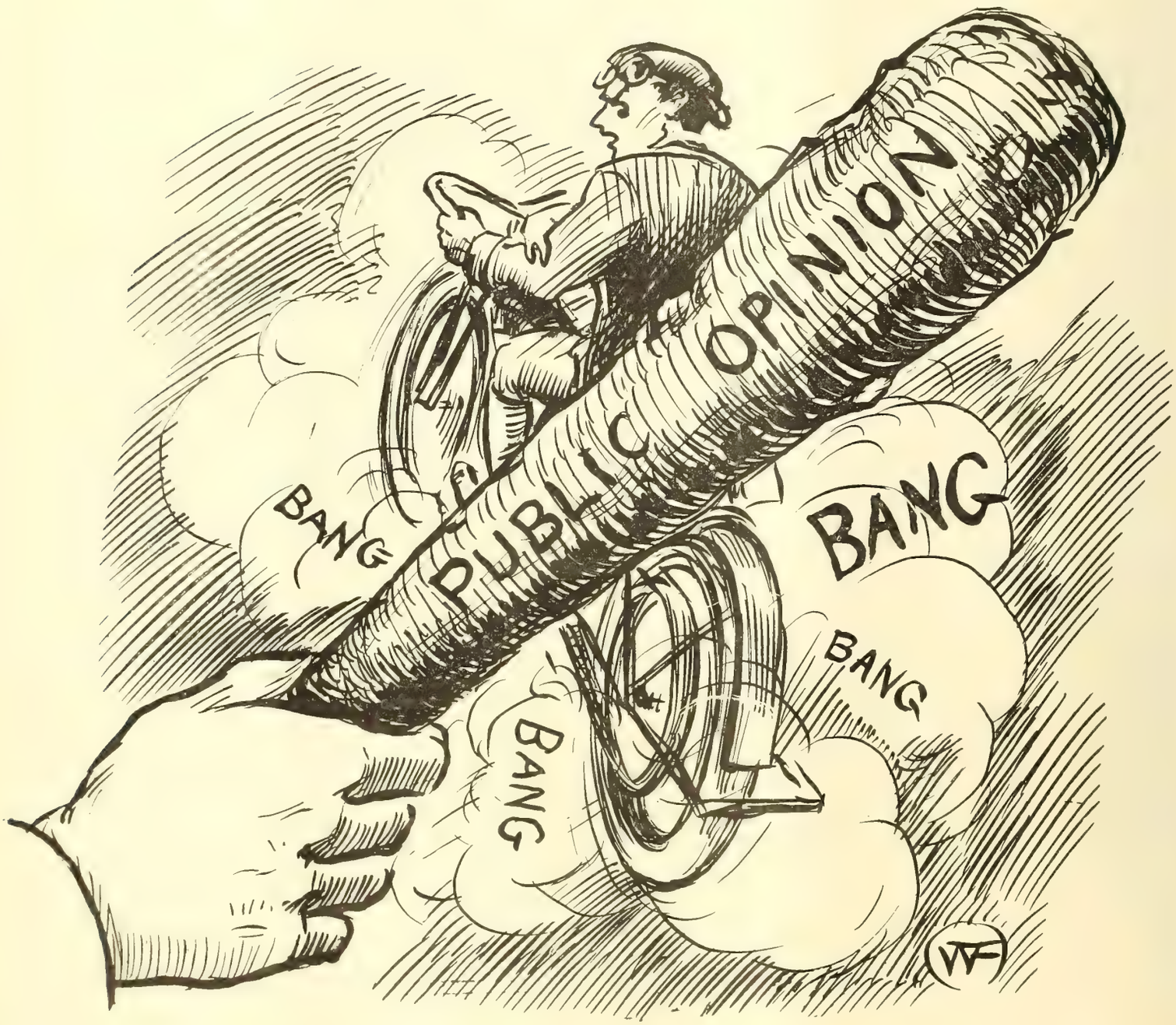
"The Harley-Davidson will sure make a scoop this year."
HAGEDORN & WEBSTER, South Bend, Ind.

"I didn't believe one-half you claimed. Now I know it is as good and better than you said."
P. J. BAILEY, Associate Editor Motorcycling.

These men know their business. They are all men experienced in the motorcycle field. They know what the public want. And the machine the public wants is the machine you should want to handle.

There has been such a deluge of mail that we have been unable to answer letters promptly. If our reply to your inquiry has seemed delayed it is due to this fact, and we can only request that you have patience.

HARLEY-DAVIDSON MOTOR COMPANY
123 C Street **MILWAUKEE, WIS.**



The Cut-Out Must Go!



By BEN MERIWETHER AND HENRY HART

Aside from the punctures received upon our arrival in Paris, our visit to the world's capital of fashion was destined to be one of unalloyed pleasure. We had allotted ourselves an eight days' stay every moment of which was enjoyed to the fullest extent. For, in addition to being practically the guests of two art student relatives who showed us all the intricacies of gay "Paree," we were fortunate in the timing of our stop to be in the city for the observation of the Fete Day de France on July 14th, when for days previous an air of festivity pervades everything in the preparation for the fun and frolic of "the big day," in which all participate with characteristic French enthusiasm and abandon.

Our artist hosts proved excellent guides to all the various places of interest in the city, such as the art galleries, cathedrals and historical places. The drives and parks we of course enjoyed astride our Columbias.

During our stay in Paris we took a side trip to Versailles and spent the day in that most beautiful park in the world located there.

The afternoon of our last day in Paris was spent at the headquarters of the Touring Club de France, where, with the assistance of one of the officials, we mapped out our course for several weeks in advance. In this work and in the future reference on the tour we obtained excellent results from the use of road maps published in card form. On one side of the card was a map showing all the roads in a district and keyed to similar cards of adjoining districts, and on the reverse side was a list of towns with distances intervening and the several points of interest adjacent to each town.

From Paris we struck south through a country where every hill top was crowned with an interesting village, highly cultivated fields and here and there a woodland plot adding to the picturesqueness of the route. A halt was called at Fontainebleau, while we inspected the famous chateau there, and thence to Puiseaux, where a stop for the night was scheduled. We had an amusing experience here in locating a hotel for the night's accommodations. Riding up the main street we came to a very pretentious hotel which we decided was entirely too sporty for us, and kept on riding around the town for a while, finally coming to a place on a side street which we considered suitable. After spending a very comfortable night and enjoying an excellent breakfast the landlord escorted us to the door, another one from that by which we had entered. Upon looking around when we were again in the street we found that we had been guests at the "sporty" hotel, having used the side entrance on our arrival.



VERSAILLES PARK, PARIS

Our trip that day brought us to Orleans at noon. Art galleries and cathedrals here received our attention until about 7 p. m. We decided to go on through the evening to the Chateau Chamford. Before arriving there we had the pleasure of being lost in the road at a fork where the sign posts on inspection showed no other information than the names of the roads. Taking the one that ran down hill we continued through the forest for some time, suddenly coming out into a large open space in the midst of which loomed a large dark mass which proved to be the Chateau.

The following morning after inspecting the local objects of interest and taking photographs, we took up our way again through many charming villages on the banks of the Loire, whose course we followed for several days. Stopping to visit the chateaux of Blois, Chamont and Amboise, our itinerary eventually brought us through Tours to Langeais, where is located a private residence equipped completely with the original carved furniture and elegant tapestries, stone fire-places and household utensils in use for 500 years.

For three days our course led through hilly country, passing en route through the old walled cities of Chinon, Poitiers and Angouleme. The road surface was excellent, but owing to the grades, the heat became oppressive and we changed our system of riding; we arose at 4 a. m. and would start immediately on the road, buying a loaf of bread and eating as we rode along. At 11 o'clock we stopped for lunch, and from then until 4 p. m. we would take things easy, seeing the sights and resting and then take up our ride in the cool of the evening. This program we found worked very satisfactorily as it enabled us to ride from 50 to 60 miles per day with very little discomfort from the heat.

We were now entering the famous grape country and our next large city was Bordeaux. The effect of the southern sun was apparent when we found, upon applying at

a hotel for accommodations, that the proprietor mistook us for Italians, due to the tan on our faces. At Bordeaux we located two of our fellow college men who came over on the cattle boat with us and who were living there for the present, and we had an enjoyable two days' visit with them.

On the wheel again, we passed through Mont-de-Marson and Bayonne, and on the world-renowned seaside resort of Biarritz. Here we indulged in an afternoon's pleasure on the beach, bathing in the bay of Biscay.



THE ROAD BETWEEN PARIS AND FONTAINBLEAU

Crossing the border into Spain we found that the law required a deposit of 72 francs, about $14.50, on our bicycles, with the customs officials. Not having that amount in change, we offered an American Bankers Association's check for $20. The officials, after some hesitation, decided they would accept this, but upon being informed that we expected the change they objected vigorously. The proposition of handing over actual cash in exchange for that strip of paper evidently not appealing very strongly to them. Finally they decided in our favor, threatening to shoot us should the check turn out to be other than as represented.

We were in considerable doubt as to where we could locate for the night as by this time it was quite late and our knowledge of Spanish was most meagre, but we were fortunate in locating a Frenchman, who acted as interpreter for us. At San Sebastian the next morning we purchased an English-Spanish dictionary and lost no time learning the Spanish words for bread, water, dinner and hotel. Most of that day was spent wandering through the streets of this quaint old town, seeing the sights and getting accustomed to the ways and habits of these people, whom we found so radically different from the French. The evening ride was over 25 miles of almost level road, winding about high mountains. Our stopping place that night was in a little village of about 200 inhabitants, and it required a diligent use of the dictionary for over half an hour to make our wants known to the innkeeper. Naturally the size of the village precluded the possibility of the hotel being other than very crude, but we were surprised upon entering our rooms to discover they were lighted by electricity.

Here began our first experience in mountain climbing, the heavy grades being more than compensated for by the most wonderful scenery we had ever beheld, through valleys and canyons and over ridges and around precipices of exceeding grandeur. Our stop for the day was at Pamplona, a city of about 27,000, with narrow streets and tiny shops and many curious customs. Here this being Sunday we attended our first Spanish church and were greatly interested in the services. That evening we again took up the mountain climbing. In one instance going steadily upward for three miles with a two-mile descent on the other side, arriving at the village of Viscarrel about 8 p. m. On our approach to the front door of the hotel two pigs came rushing out. On further investigation we found that the pigs, together with some mules, were tenants in the room next to the dining-room and directly beneath the room assigned to us. Our dinner that evening was cooked on the hot embers in the large fire place which was of such a size that we could comfortably sit within and watch the cooking. The next morning several chickens paid us a call before we arose, but on the whole the place was exceptionally clean and the food well prepared ond of the good old-fashioned kind —that is to say, it tasted well and didn't cost much!

It is now about two weeks since we left Paris and our cyclometers show over 1,100 miles since leaving Liverpool, and our wheels and equipment are in excellent condition.

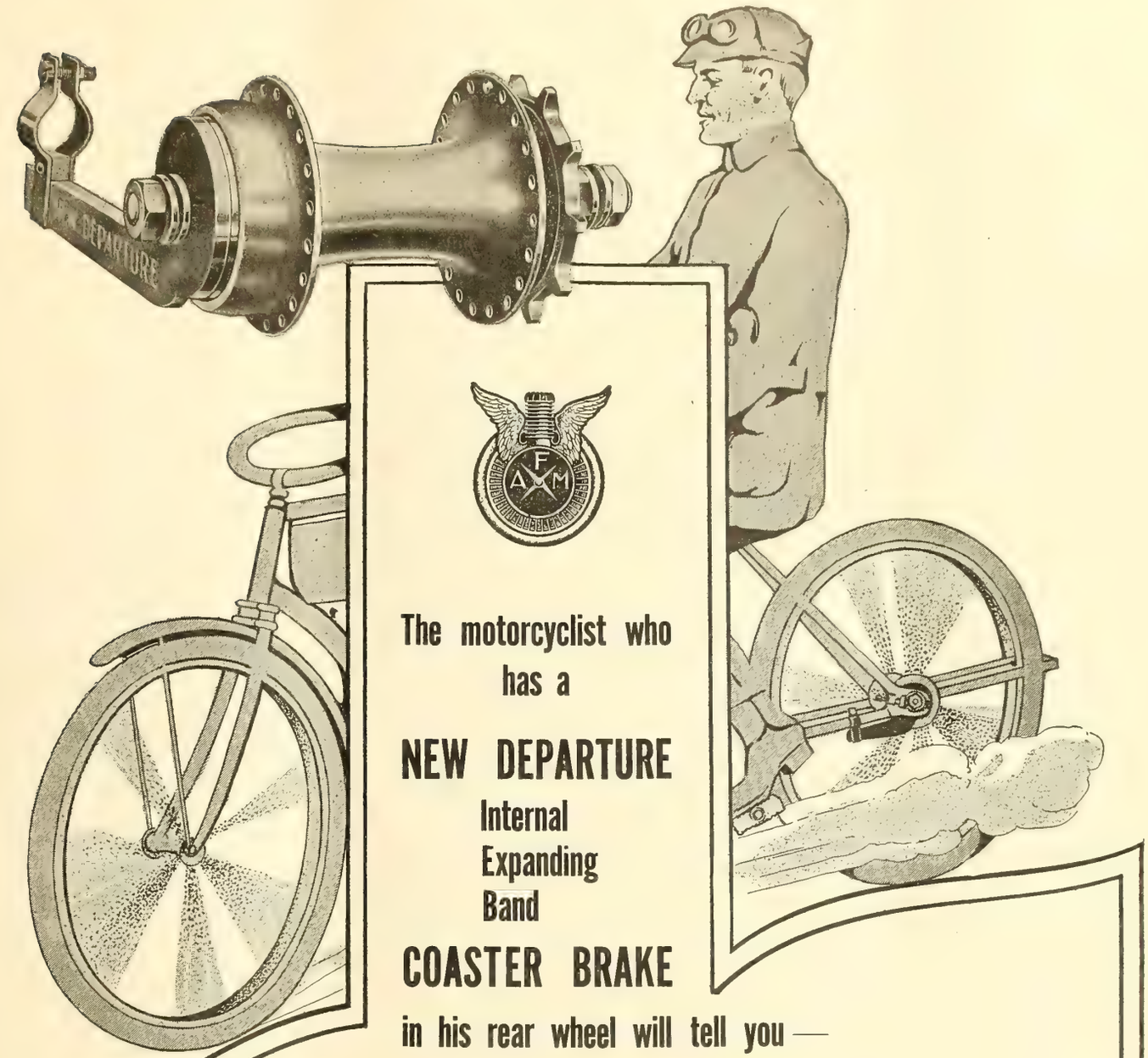


TYPICAL WELL NEAR CHAMBORD

Dates for Buffalo Races Changed.

There has been a slight change in the date of the 10 hour amateur bicycle team race at Buffalo. The date now set is October 31st. The six day race for professionals will begin November 6th and end November 11th. On November 4th, the Saturday preceding, there will be a mixed sprint meet, in which all the riders will compete.

The track is now in course of construction in the Seventy-fourth Regiment Armory, and will be one of the largest indoor tracks ever built, being eight laps to the mile. The professionals signed up and paired off by Macfarland so far are: Fogler and Freddy Hill, Carslake and Ryan, Bedell Brothers, Stein and Palmer, DeMara and Lawrence, Drobach and Pye, Anderson and Wells and Jones and Jokus. Eddie Root and Elmer Collins will in all probability make up another team.



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MEETING OF UNITED CYCLISTS

President and Secretary Elected—Constitution Changed Reducing the Dues—To Raise Funds for Olympic Team.

Considerable material progress along the lines of completing the organization was made at the second regular meeting of the United Cyclists' Association, held in the assembly room at 1213 Fulton street, Brooklyn, on Monday, the 16th inst. There were also several important changes made in the constitution and bylaws.

The most radical of the latter was that making the dues $2 per year instead of $4, as at first decided. The proposition fee of $1 remains the same as originally prescribed by the constitution, but by unanimous vote it will be suspended for six months, so that now the only payment required with the proposition of new members will be that of six months' dues of $1. This change was made in order to quickly build up the membership. It was also found on comparing the fixed charges with those of similar organizations that the dues as originally decided were higher than ordinary. Another alteration was that of the name of the organization, it finally being decided to drop the word "association" from the title, thus making it United Cyclists.

The election of officers was taken up and owing to the lateness of the hour only two were decided—president, J. A. Hall, and secretary, W. R. Stroud. The nominations and election of vice-president, treasurer and the board of trustees was held over until the next meeting. The membership was materially added to, among those who were admitted being H. A. Gliesman, Jerome T. Shaw, Paul Bosace, all of New York, and George I. Kreamer, of Los Angeles, Cal.

Julius Bindrim, Brooklyn, was appointed chairman of the membership committee, and H. A. Gliesman, of Manhattan, chairman of the social committee. In considering ways and means for furthering the interests of cycling the proposition set forth in the Bicycling World and Motorcycle Review of the 14th inst. regarding the bicycle race at the next Olympic games was fully discussed, and it was decided to take up the matter actively in the near fuure. All present were requested to submit at the next meeting suggestions for methods whereby the organization could contribute to the fund.

The next meeting is called for Monday, October 30th, at 9 p. m., at 917 Eighth avenue, New York City.

Peculiar Result of Collision.

Two bicyclists of Hartford, Conn., figured in a collision on North Main, near Windsor street, Friday night, the 13th inst., and it ended in an unusual manner. The two were riding at a fair rate of speed when they collided. One of the two wheels was badly damaged, but the other escaped unscathed. The owner of the damaged wheel here created the sensation of the episode by suddenly seizing the undamaged bicycle and riding it up Main street as fast as he could pump the pedals, leaving the real owner standing open-mouthed. The police are now trying to find the man who appropriated the wheel, but so far without success.

Cullington Leads Atlas Riders.

By crossing the tape in second position in the final race of the point series of five races for members of the Atlas Bicycle Club, of Brooklyn, Wm. Cullington, on Sunday the 15th inst., put the finishing touches on what has proved to be a very consistent performance throughout the series. Previous to Sunday's race, which was a three mile handicap event, Arthur Dawson was high man with 10 points, Paul Smith 9 points, and Cullington 8 points.

The three miles handicap was won by James Mangels (1 min.); second, Wm. Cullington (45 sec.); third, V. J. Lind (1 min.); fourth, Wm. Kirchner (45 sec.); fifth, Frank Mehrman (15 sec.).

The series just closed is the club's first effort, and as shown by the appended score, was productive of keen competition, all of the races being well filled with starters, and a hot finish was the rule in every event.

The final score was as follows:

Wm. Cullington, 12 points; Arthur Dawson, 10; Paul Smith, 9; Harry J. Murphy, James Mangels, Victor Lind, 7 each; Wm. Kirchner, George Russell, 5 each; George Steinert, 4; Jerome Steinert, Chas. Hausenbauer, 3 each; A. Hausenbauer, A. Walcott and F. Mehrmann, 1 each.

Triangle Run of America's.

In the 150 mile triangle run held by the Century Road Club of America Columbus Day, Henry E. Johnson, of the Little Rhody Cycle Club, of Providence, R. I., made the distance in 9 hours and 44 minutes. This is the fastest time ever made around the triangle on a bicycle.

There were about 15 starters from Boston and about 25 in all, the Boston bunch finishing in about 15 hours. The roads were in excellent condition and the weather fine. All finished the run in good condition. Medals were given as prizes for all riders finishing in the time allowed.

The course of this run was North Attleboro, Norwood, Boston, Waltham, Marlboro, Worcester, Woonsocket and return to Providence, where the start was made.

Johnson also made the fastest time on the century run held on September 17th, and has made the "big triangle," including Malden, Mass., in 11 hours and 20 minutes. The fastest time previous to that was 11 hours 32 minutes, made by a Boston rider.

LEIMBACH LEADS MILEAGE CONTEST

Heads the List of Crescent Bicycle Club of Baltimore—October Expected to Prove a Record Breaker.

In the century mileage contest of the Crescent B. C. of Baltimore, Charles M. Thomas, who led at the end of August, has been nosed out by William A. Leimbach. During September only 4,532 miles were reeled off, including three centuries. The failure to cover a greater distance was due to the fact that the members were in training for the annual road race of the Crescent and Racycle clubs, which were held this month. If present indications count for anything October will prove a record-breaker, as the boys are now piling up a big mileage without any let up.

The standing, according to the report of Captain J. Fred Huber, is as follows: 1, William A. Leimbach; 2, Charles H. Thomas; 3, August T. L. Leimbach; 4, Fred M. Sanborn; 5, Fred E. Mommer; 6, Langdon M. Sanborn; 7, Alfred J. Baker; 8, J. Fred Huber; 9, George Peilstacker; 10, C. Edward Berigtold; 11, John W. Trost; 12, Thomas W. Baker; 13, Fred S. Plitt; 14, Charles Baquol; 15, Frank Fertitta; 16, John Andreas; 17, J. F. Solan.

Centuries to Gettysburg, Pa., Washington and Fort Meyer, Va., are on the program for the near future. A trip to Frederick is being considered. This ride is known to be the hardest century route in the State. The Crescents make this trip annually, especially in the spring, and the club is the only one making the run in a body.

Motorcycle Division, Bay City Wheelmen.

The Bay City Wheelmen of San Francisco, one of the oldest wheeling clubs in the country and one that was always to the front in the palmy days of the bicycle, has organized a motorcycle club within the club, and will take an active part in this branch of sport in the future.

Enough members have been obtained to make it possible to apply for admission to the Federation of American Motorcyclists. Permanent organization has been effected and the following officers elected: H. Robinette, president; H. Sappler, vice-president; F. Kletz, secretary and treasurer; D. Dunlap, H. Born, R. White and W. Wanowski, Jr., directors.

The old members who made the club a success in its early days are taking a great interest in club affairs and an entertainment and ball will be given November 17th. This will be in the nature of a grand reunion, and such men as Judge Frank Kerigan, Charles C. Moore, Judge Frank Dunne, Daniel O'Callaghan and Henry Day, who were all enthusiastic bicycle riders a number of years ago, will take part.

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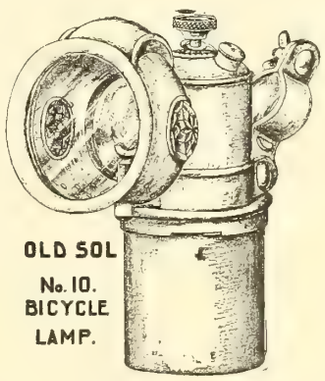
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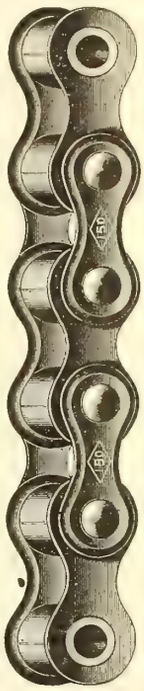
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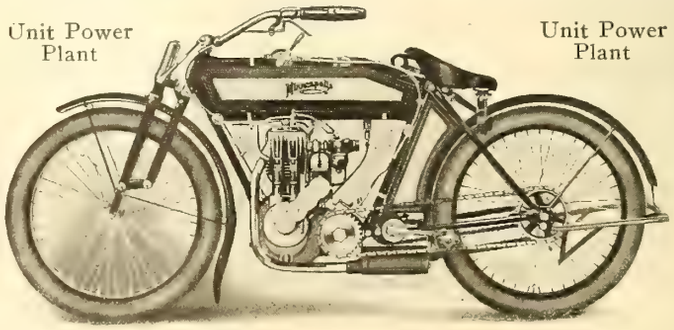
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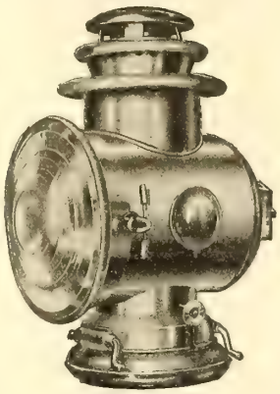
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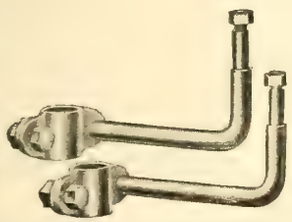
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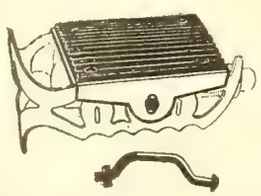
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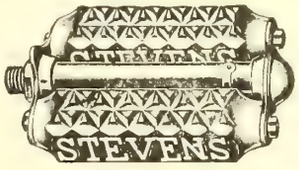


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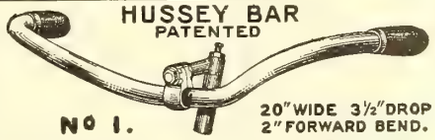
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Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.
NATHAN NOVELTY MFG. CO.,
86B Reade St. New York

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.

JUST OUT
Bulletin 25 describing Standard Grooved Ball End Thrust Bearings. Send for it.
STANDARD ROLLER BEARING CO.
Philadelphia



"DUCKWORTH"
The Quality Chain of America. Made of extra high grade steel. Specially treated. They have the wearing qualities.
DUCKWORTH CHAIN AND MANUFACTURING COMPANY, Springfield, Mass.

Dealers' Directory

NEW YORK, N. Y.

TIGER CYCLES & AEROPLANE CO.,
782 8th Ave. Phone Bryant 1268
THOR, RACYCLE and MERKEL Motorcycles.
Racycle, Pierce and Tribune Bicycles.
Repairing, Accessories.
Aeroplane Wheels, Tires and Other Supplies,

F. B. WIDMAYER CO.
2304 Broadway, near 84th St. Phone, 4376 Schuyler
New York Distributors for the
Flying Merkel and New Era Motorcycles, Vans, Etc.
Indian and Merkel Parts, Repairs, Storage,
Peerless Bicycles, Etc.

T. J. SIXSMITH,
203 W. 100th St. Phone, Riverside 8861
Agent for INDIAN, XLCR and R-S Motorcycles
Reading Standard Bicycles
Parts for all makes, Repairs, Storage,

J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

THE NEW YORK MOTORCYCLE CO.,
THOR DISTRIBUTORS,
Agents for Merkel and Racycle.
Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
318-320 W. 48th St., New York. Phone Bryant 1781.

BROOKLYN, N. Y.

BEDFORD MOTORCYCLE CO.
BRAZENOR & RUDERMAN,
1041 Bedford Ave. BROOKLYN, N. Y.
"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford

INDIAN and PIERCE Motorcycles
Repairs, Parts and Supplies.
A. H. PATTERSON, Brooklyn Agent.
(Successor to F. A. Baker & Co.)
1080-8 Bedford Avenue Telephone, 3662 Bedford

UTICA, N. Y.

Central New York Distributors of
MERKEL MOTORCYCLES
Bicycle and Motorcycle Supplies.
UTICA CYCLE CO. Utica, N. Y.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

NEWARK, N. J.

Newark Distributors of
MERKEL MOTOR CYCLES
Repairs, Supplies and Storage.
Belmont Cycle Co.
H. F. SCHNELL 345 Broad St.

NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing Everything for Motoring
H. JEHLE, 407 Halsey Street.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.



Supplee Hardware Co.
Philadelphia
BICYCLES AND SUNDRIES
Prompt and complete shipments

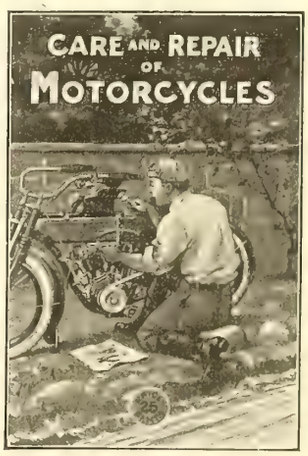
If you are Interested in Automobiles
THE MOTOR WORLD
Will Interest You.

Published every Thursday at 154 Nassau Street, New York.
Specimen Copies Gratis. $2.00 per Year.

25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
55B Warren Street, New York City

Safest Strongest Surest

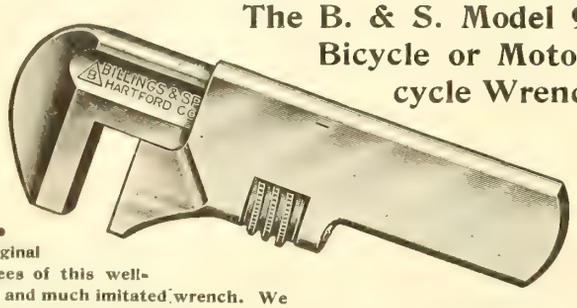
The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago



MOTORCYCLE CYLINDERS

¶Accuracy and uniformity are absolutely essential. We are in a position to guarantee both as our long experience has taught us just what is needed.

¶We have been making motorcycle cylinder castings since the inception of the motorcycle industry. Write and let us know your requirements.

MANUFACTURERS FOUNDRY CO., Waterbury, Conn.

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

SUPPLIES

CYCLE
MOTORCYCLE
AUTO
MACHINISTS'

WE specialize on prompt and full shipments. Our catalog on

Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

MORE Kokomo Tires will be made during the next twelve months than ever before, because those made in the past have proved so good that riders and dealers not only come back for repeat orders, but bring their friends as customers. That's the kind of business that we like. It is based on the merits of

KOKOMO TIRES

For bicycles two of the Kokomo leaders are:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

Watch for Announcement November 1st, of the

WAGNER

FOR

1912

Will Appear

MOTORCYCLING, November 2
MOTORCYCLE ILLUSTRATED, November 2
MOTORCYCLE REVIEW, November 4

We Want Your Name for Our Mailing List

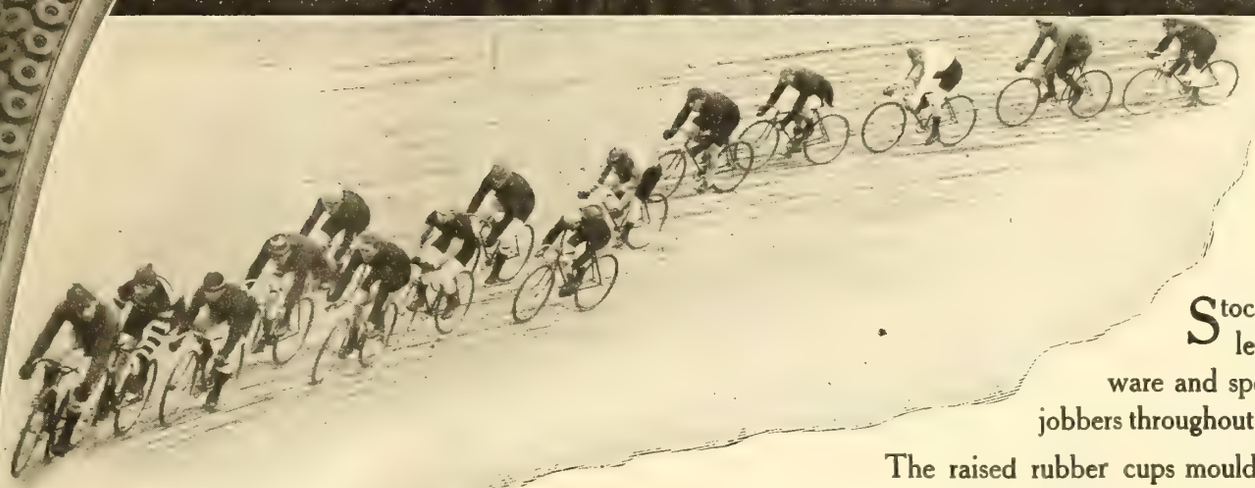
LIVE DEALERS CAN HAVE OUR PROPOSITION NOW

ARE YOU A LIVE ONE?

WAGNER MOTORCYCLE CO.

St. Paul

Pennsylvania VACUUM CUP Bicycle Tires





Stocked by the leading hardware and sporting goods jobbers throughout the country.

The raised rubber cups moulded on these tires absolutely prevent skidding on wet or slippery pavements or in mud. The cups "hold the road" better than any known form of non-skid, and by ensuring safety and better traction power they admit of increased speed. The rubber knobs render these tires exceptionally long wearing. They last.

The high quality of materials used in the manufacture of Pennsylvania Vacuum Cup Tires enables us to give with each an unqualified season's guarantee. Each tire carries our yellow guarantee tag.

Made by an Independent Company with a selling policy which ensures a fair margin of profit to jobber and dealer. Write for profitable particulars.

PENNSYLVANIA RUBBER CO.

Jeannette, Pa.

(Re-organized February 1st, 1910)

NON SKID TRADE MARK

BRANCHES:

Pittsburgh, 505 Liberty Ave. Detroit, 247 Jefferson Ave.
Chicago, 1004 Michigan Ave. Minneapolis, 917 First Ave., S.

Pennsylvania Rubber Co. of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission St.
Los Angeles, 930 So. Main St.

SPLITDORF MAGNETO

"Always There"

Champions Demand PLUGS

As an example of the universal demand for SPLITDORF PLUGS the following communication from Frank Hart, the country's amateur champion, is self-explanatory:

> **"Will you kindly send me a few of your invincible spark plugs for use in my Indian racing machines. I have used your spark plugs for the past year in all my racing machines and have never lost a race through a spark plug sooting up."**

And Frank Hart's experience has been duplicated by every wise motorcyclist in the country be he a racing man or just an ordinary road plugger.

Please remember, too, Mr. Motorcyclist, Jenatzy, Europe's famous automobile racing driver, used SPLITDORF motorcycle plugs in his victorious Pipe car this year and writes:

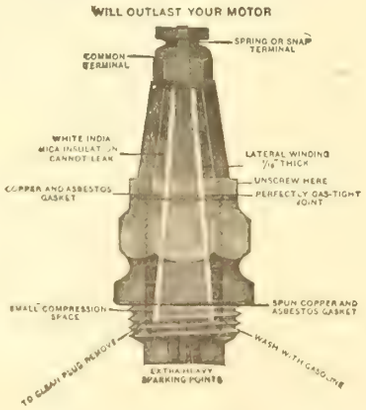
> **"Never have I obtained better efficiency from the motor on my car."**

And, what is more, the Clement Lebaudy dirigible in its memorable flight between France and England was equipped with SPLITDORF PLUGS and, that they worked to perfection, despite high pressure engines and terrific speed only proves what motorcyclists know of their perfect quality.

To go even further, Gagno, the Italian "sky-pilot," uses SPLITDORF PLUGS in his aeroplane—fouling is unknown in their usage.

You cannot make a mistake in insisting upon SPLITDORF PLUGS.

And, incidentally, keep your eye peeled for the SPLITDORF MOTORCYCLE MAGNETO. The biggest individual manufacturer is using it exclusively—he is the forerunner for the SPLITDORG MAGNETO—knows true merit when he sees it—so be wise and INVESTIGATE.



Write for Our Catalog

C. F. SPLITDORF

Walton Ave. and 138th St.
NEW YORK

BRANCHES;

NEW YORK, 1679 Broadway SAN FRANCISCO, 520 Van Ness Ave.
CHICAGO, 319 Michigan Ave. BOSTON, Motor Mart, 220 Pleasant St.
DETROIT, 368 Woodward Ave. KANSAS CITY, 1823 Grand Ave.
LOS ANGELES, 1225 South Oliver St.

London Paris Turin Brussels Johannesburg

THE SUN MOTOR AND SUPPLY CO.

206 West 76th Street
NEW YORK CITY

will look after the wants and requirements of all Flanders Motorcycle dealers in Greater New York, Long Island and the following counties in the State of New Jersey: Monmouth, Middlesex, Union, Essex, Hudson, Passaic, Bergen. Dealers will receive same treatment from this Company as they would at the factory. Mr. E. C. Kicherer will be pleased to meet all dealers in this territory and explain the campaign for selling and quick service of delivery of Motorcycles and parts.

FLANDERS "4"
Motorcycle
$175 With Magneto

FLANDERS MANUFACTURING COMPANY, Pontiac, Michigan

No slip in braking or in forward driving in the

CONCAVE ATHERTON

Coaster Brake for Bicycles

In the 1911 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

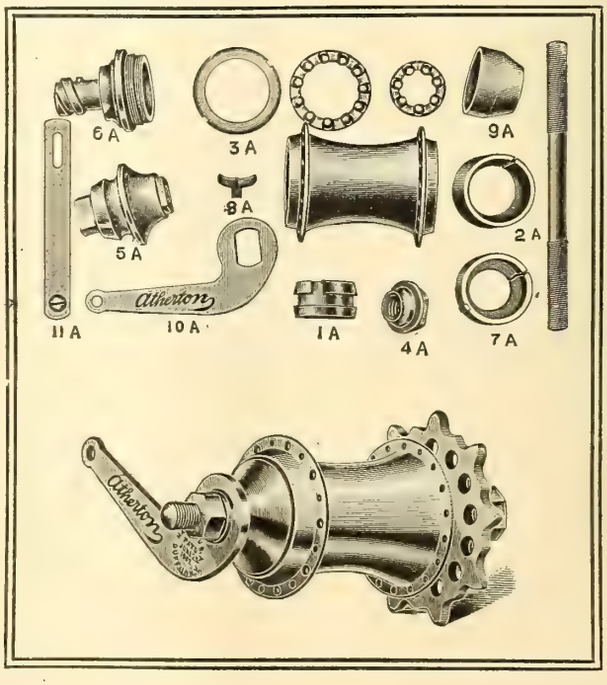
Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST



D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers

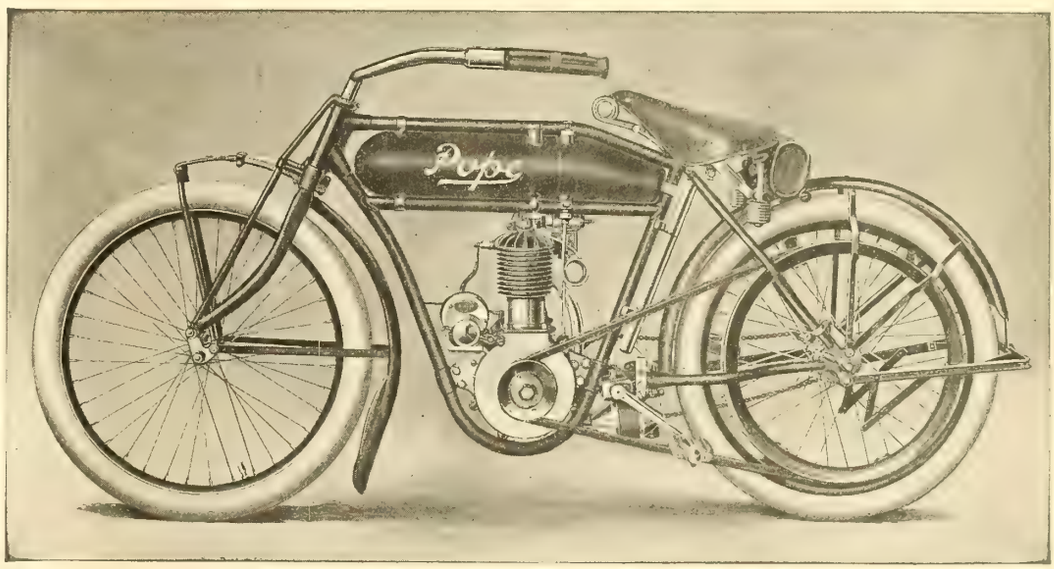
Pope Motorcycles

Trade Follows the Pope Trademark

THE famous Pope Trademark is the recognized seal of quality. It stands for mechanical excellence and a square deal. It has inspired public confidence for over thirty years because it has always been identified with high-grade, standard products. Pope and Quality are today synonymous. It saves all argument on the Dealer's part when he can point to the Pope Trademark for Pope Quality is known the world over.

QUALITY—NAME—PRICE

IN these three selling essentials, Pope Motorcycles have the advantages of all competitors. The Pope's credentials are absolutely high-grade materials throughout, expert workmanship and correct design; the far-reaching reputation and prestige of the "Pope" name; and the highly attractive price, **$175.** What more could the dealer ask?



The Perfected Product of a Famous Factory

THERE is nothing experimental about the Pope Motorcycle. The efficiency of every feature has been demonstrated by long experience and exhaustive preliminary tests. The Pope Motorcycle was bound to be a success from the start. It excells because it is the result of Pope Experience; Pope Resources; Pope Quality; Pope Methods; and Pope Skill. It is the perfected product of a factory long famous for the quality of its output.

WRITE FOR TERMS AND TERRITORY

The Pope Manufacturing Company

Hartford
Connecticut

Fisk Bicycle Tires

Guarantee a Satisfactory Investment to Any Dealer.

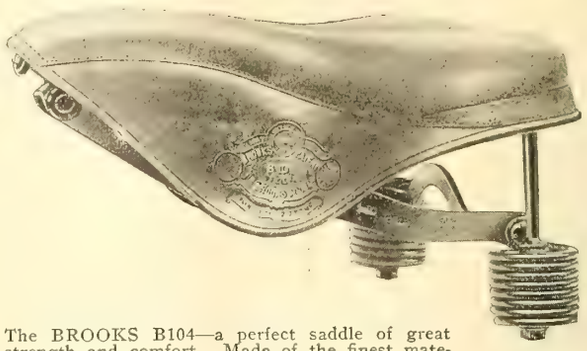
The unusually complete line includes both single tube and Clincher tires; plain, raised, corrugated and Bailey treads; the high quality, resilient tire for track or road and the tough tread tire for hard usage, with all intermediate types.

Follow the manufacturers' example and use

FISK TIRES

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS.

Direct Factory Service in 30 Cities



The BROOKS B104—a perfect saddle of great strength and comfort. Made of the finest materials throughout, and specially designed to give a low-riding position.

It is—has always been

an acknowledged fact that of the few best things in the World of Wheels, the BROOKS is BEST among Saddles.

And there are many reasons for that fact; here is one—

THE BROOKS

is the only saddle that can embody the original and only genuine Compound-Springs.

Those springs absorb vibration within themselves and, by their compensating action, totally eliminate the slightest tendency to bounce—

And no other springing system will do that—and that alone must interest your customer, for to him it means unequalled comfort and unequalled satisfaction—to you, a "talking point" of the utmost value in the making of the sale.

J. B. BROOKS & CO., Ltd.
73 Criterion Works **Birmingham, Eng.**
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren St., New York

THE BROOKS B250—a low built seat specially designed for motor cycles of the non-pedalling type. The leather top is beautifully moulded to shape and of extremely comfortable proportions.



More World's Records—Some Speed

Of Course, It's on the World Winner—the Excelsior

Oct. 12, 1911.

EXCELSIOR SUPPLY CO., Chicago, Ill.

De Rosier won two five mile races, time 4:16 and 4:18. Balke won ten mile open, time 8:39. Breaks world's records for five and ten mile flat dirt track defeating Hasha on famous "23" Indian and Mitchell on the new Thor. Excelsiors took first in everything today. Rain Monday and Tuesday.

WALTHOUR, Birmingham, Ala.

Write Today for Excelsior Literature

Excelsior Supply Company

2260 Union Avenue **CHICAGO, ILL.**

EDWARDS-CRIST CO., Chicago Agents, 1404-6 Michigan Ave., and 1150 W. Jackson Blvd.

STANLEY T. KELLOGG, Eastern Distributor, 169 Beechwood Ave., Bridgeport, Conn.

W. H. WHITSELL, Pacific Coast Distributor, 628 S. Spring St., Los Angeles, Cal.

MEAD AUTO-CYCLE CO., Western Distributor, 1374-6 Broadway, Denver, Colo.

RELIABLE AGENTS WANTED IN ALL OPEN TERRITORY

The New R-S

Sold on Quality, Not on Price

Water seeks its level. The price of the Reading Standard was right in 1911 and, regardless of what others may do, will not be cut in 1912. When the New R-S was put on the market with all its exclusive and valuable features it was a foregone conclusion that other motorcycles would have to be improved in quality or reduced in price. We care not what others may do but shall build the R-S even better than in 1911 and the price remains the same.

THE READING STANDARD TOURIST

is the model De Luxe of single cylinder motorcycles with more great big points of superiority than we can begin to enumerate, but here are a few of them: Two Distinct Brakes, Two Oiling Systems, Real Shock Absorbing Seat Post, Adjustable Foot Rests, Two Compartment Gasoline Tank, Combination Hand and Foot Operated Belt Control, Ball Bearing Motor with interchangeable mechanically actuated valves, Removable Steel Luggage Carrier and Tool Box.

Our Advance Catalog Now Ready. Tells the Story of Three Models. Write for It Today.

READING STANDARD CO., 310 Water Street, Reading, Pa.

Member M. M. A.

Good-Bye Horse

Do you know that for every *Thor* Motorcycle sold it means at least two horses out of a job?

One quick delivery company alone laid off sixteen horses and now does twice the business at less cost by using nine *Thor* Motorcycles.

Hundreds of Uncle Sam's Rural Mail Carriers have abandoned as many as three horses each by using *Thor* Motorcycles. You can't go wrong when you purchase a *Thor*, because they are the best and most practical motorcycles manufactured.

AGENTS—Write at Once for Our Special Offer

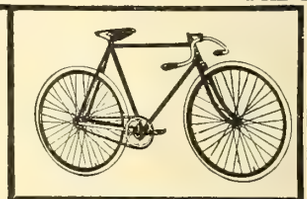
AURORA AUTOMATIC MACHINERY CO.

Commercial Dept., Thor Bldg. **CHICAGO. ILL.**

Pacific Coast Distributor, A. FREED, 1440 Market St., San Francisco, Cal.



How to Satisfy Your Customers and Make Money

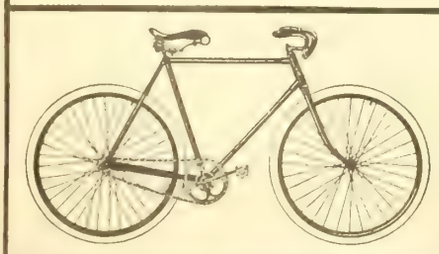


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

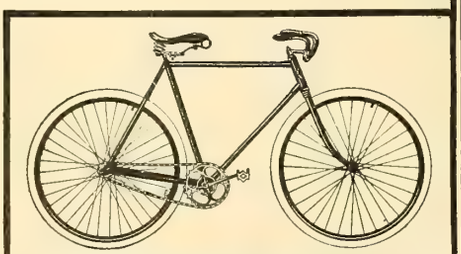


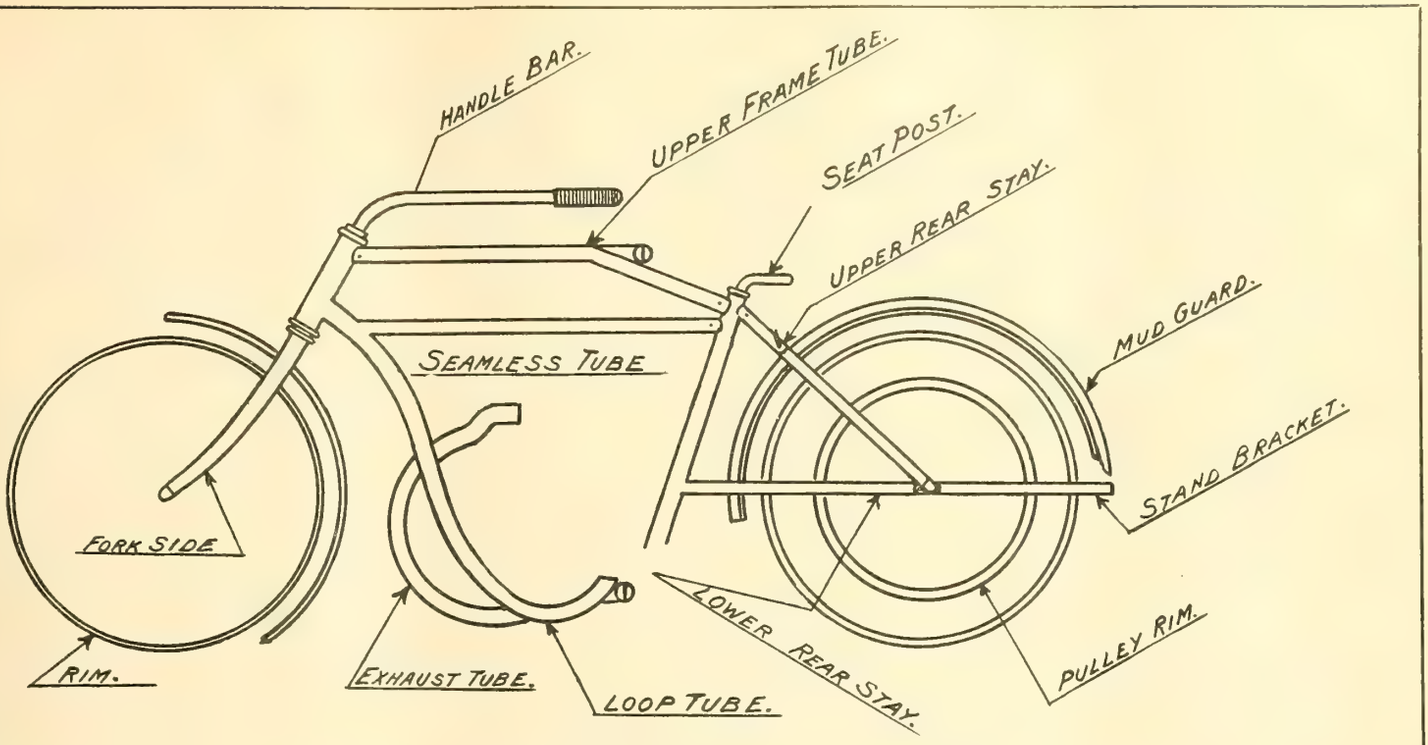
The Consolidated Mfg. Co.

1709 Fernwood Avenue **TOLEDO, OHIO**

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





THE PARTS WE MAKE OF STANDARD TUBING

"STANDARD" SEAMLESS STEEL TUBING

¶ You will undoubtedly be surprised to know that 75% of the motorcycles and bicycles that pass you have frames and parts made of

Standard Seamless Steel Tubing

¶ No other branch of industry requires a similar product of so great strength, accuracy, density and possibilities of finish as do manufacturers of these two wheeled vehicles.

¶ Their reasons for employing Standard Seamless Steel Tubing are therefore obvious, inasmuch as they are at all times on the lookout for new materials and methods to improve their product.

¶ To better acquaint you with their reasons we shall show from time to time various machines, telling you their salient features, of which in all cases Standard Tubing is the most prominent.

THE STANDARD WELDING COMPANY

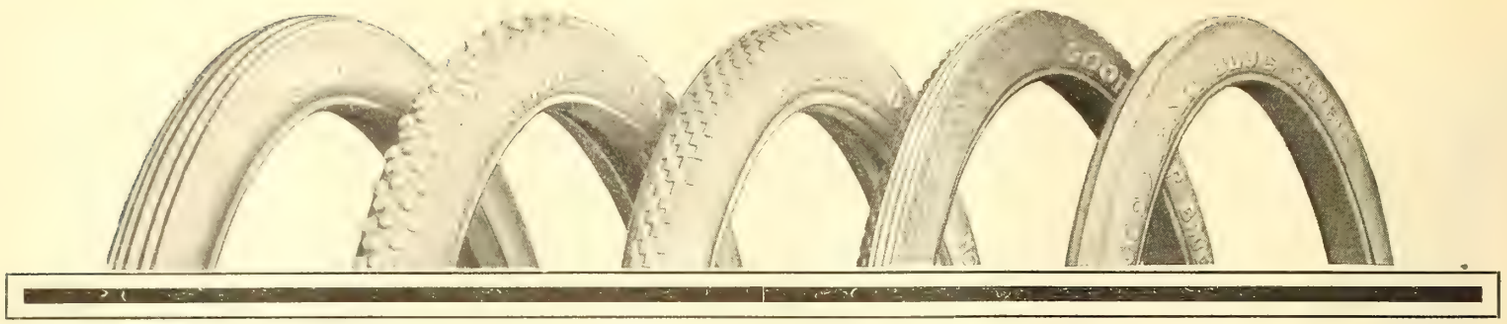
"PIONEERS WITHOUT PEERS"

CLEVELAND, O.

U. S. Express Bldg. NEW YORK

People's Gas Bldg. CHICAGO

Ford Bldg. DETROIT



A Bunch of New Victories for Goodyear Motorcycle Tires

18 ripe juicy "firsts" picked off by invincible Goodyear BLUE STREAK Racing Tires. Results on all sides proving, other things equal, that a machine equipped with these tires is equal to a race already won. An enormous demand for Goodyears.

Here are the facts: At Birmingham, Ala., on October 5, Balke won 5-mile race and 10-mile on 6th—Hasha won 5-mile on Saturday. Goodyear Tires of course.

At Indianapolis, October 8th, Blue Streak Tires won 10 firsts and 4 seconds out of 12 events. Baker lowered three track records, making 1-mile in 54 2-5 seconds—5-mile in 4 minutes, 55 seconds and 10-mile in 10 minutes, 2 seconds.

At Memphis, Tenn., October 4th, Goodyears won three races. Read more about these winning tires—

5 Great Expense-Less Tires

Compared with other motorcycle tires, Goodycars are expense-less for this reason: They cost no more than do other makes—but they **give more service.** They **save** future waste.

The high grade of material used and the method of construction **differentiates** Goodyears from all others—guarantees these tires against 99% of common tire-troubles. A blow-out, wear-out, leak, rim-cut or puncture is a rarity with a Goodyear.

Hence with greater serviceability assured and the repair item practically done away with, Goodyear Tires **are** expense-less and they actually cost **less** in the **long run.**

GOODYEAR
BLUE STREAKS
Stock Motorcycle Tires

Adapted to **motorcycling** requirements by the world's greatest and most successful Auto Tire builders, **Goodyear Motorcycle Tires** offer advantages found in **no** other makes—are the speediest, strongest and **most enduring** tires in the field. This statement is based on **performances** that you yourself are reading about in every issue of this paper.

One of these big features is **endurance.** This extra endurance is secured by the adoption of better materials **throughout** and a **tread thicker** than that found on any other tire. We test our tread and the tread of every other make on an endurance machine. If ours isn't the toughest, doesn't outlast **all others,** it is **never** adopted. Hence the **wear-ability** of every Goodyear Tread and every Goodyear Tire is **known to a certainty** before it ever gets onto the market.

You pay for this **wearability.** Why don't you secure the **most** for your money in these 5 expense-less

Trouble-Proof Tires

A tire for every road condition—a tire with bead moulded to exact duplicate of your rim—a tire that means a saving all along the line.

1—**Goodyear Corrugated Tread Tires**—For the average give-and-take road.

2—**Goodyear Studded Tread Tires**—For mud, sand, snow and ice travel.

3—**Goodyear Non-Skid Tires**—For city pavements.

4 & 5—**Goodyear Blue Streak Racing Tires**—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for "Tires of Old War Horse"

A fascinating story of the actual breaking of a record. Chock full of money-saving tips to tire buyers. Also brings full information about the Goodyear Quintette of Motorcycle Tires. WRITE TONIGHT. You'll have book by return mail.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, October 28, 1911. No. 6

HENDEE MAKES CHICAGO CHANGE

Relieves Branch of Retail Distribution—Edwards-Crist to Handle Local Sales of Indian Motorcycles.

Owing to the rapid growth of the motorcycle industry in the Middle West, the Hendee Manufacturing Co. has found it necessary to arrange plans for a greatly increased and wider distribution of Indian motorcycles throughout this territory, and as it is intended to handle this business through its present Chicago branch, the great volume of business that will be thrown on this establishment in the future, necessitates that it be relieved of the detail and work of retail local sales, which it has heretofore handled.

With this object in view, negotiations have been pending for some time with the Edwards-Crist Mfg. Co., of Chicago, with a view of it taking over the local retail business, whereby it will handle the sales of Indian motorcycles in Cook County, commencing November 1st. Heretofore the Edwards-Crist Mfg. Co. has handled several other makes of motorcycles, but in view of the expected increase in business that will result from the new arrangement it has canceled all other contracts of this nature, and will hereafter sell Indian motorcycles exclusively in the Windy City and Cook County.

The Edwards-Crist Mfg. Co. is widely and favorably known as one of the most extensive houses of its kind in the Middle West, and is noted for its up-to-date and progressive methods. Its splendid organization and unusual facilities, including five different stores in the city of Chicago, give it an equipment which will enable it to handle the Indian business on broad lines, and to the satisfaction and convenience of its customers; and undoubtedly the new arrangement will prove of mutual advantage.

Kicherer Incorporates His Agency.

Incorporated under New York State laws with $10,000 capital, the Sun Motor and Supply Co., of New York City, has been formed to handle Flanders and N. S. U. motorcycles in the metropolitan district. E. C. Kicherer is president and John Lentz vice-president of the new concern. Kicherer, of course, is well known as the former American manager of the N. S. U. Motor Co., whose business in this country is taken over by the Sun company. Lentz has been associated with Kicherer for some time, and as the latter recently secured the metropolitan distribution of Flanders motorcycles the formation of the company is a step taken to permit of the conduct of the business on a bigger and more extensive basis.

The company has acquired the former N. S. U. quarters at 206 West Seventy-sixth street, New York City. In addition to Flanders motorcycles, a full line of N. S. U. models will be carried, the 1912 line being expected to arrive December 1. Parts for past models of N. S. U. machines, as well as for the Flanders, will be carried in unusually complete stocks. For territory the company has been allotted Greater New York, Long Island, and the following counties in New Jersey: Monmouth, Middlesex, Union, Essex, Hudson, Passaic and Bergen. Sub-agents will be appointed, and large stocks of machines and parts carried, in order that the factory service at short range may be rendered to dealers and owners.

SCHWINN TAKES OVER EXCELSIOR

Acquires Plant and Business, Contingent on New Lease of Factory—Purchase Price Given as $147,500.

Following the negotiations which have been pending for some time, Ignaz Schwinn, of the Arnold, Schwinn Co., Chicago, practically consummated the purchase of the name, good will and plant of the Excelsior Supply Co. on Friday last. It is understood that Mr. Schwinn has paid $147,500 for the business, and that he will take title dating from October 16th. The sale, however, is contingent on Mr. Schwinn being able to secure a new lease on the Excelsior plant for a period of two years and the privilege of renewal of one year. The Excelsior Supply Co. now has a lease on the factory for twenty years and the approximate rental is $23,000. Seventeen years is still to run on this lease, but Mr. Schwinn desires to make a new lease for the period stated. Pending the result of negotiations in regard to the lease, Schwinn is tentatively in charge of the plant.

Seven members of the creditors' committee met in Chicago last week to go over the matter and an agreement was reached after Mr. Schwinn had made several offers. The creditors' committee has full power to act in such matters through the virtue of power of attorneys granted to them by the other creditors. If this deal is consummated it is estimated that the creditors will receive about 40 cents on the dollar for their various claims. It is understood that the present Excelsior force will be continued by Mr. Schwinn and that

the present Excelsior policy will remain and similar models will be manufactured without the loss of a day's time and, no doubt, on a larger scale.

The Excelsior Supply Co. was organized in 1906 for the purpose of manufacturing motorcycles, by George T. Robie, the father of Fred C. In addition to the manufacture of motorcycles, this company also had a large automobile supply jobbing business, and later began, unfortunately, the manufacture of motor car engines. This latter move, however, proved to be the undoing of the company and finally resulted in its being placed in the hands of the creditors last fall. George T. Robie had died in the meantime and Fred C. turned over all his property to the creditors, whose claims amounted to $897,000. It was decided at the time by the creditors to appoint a committee of seven to continue the business and this committee had full power of attorney to act. The committee found that every line of the business, except that of the manufacture of motorcycles, was running at a loss, and hence dropped the other departments and gave their full attention to the motorcycle. The business has grown to a healthy state under this arrangement and it is stated that some 6,500 machines were sold last year, and that since the entrance of the Excelsior into racing events the business has taken a decided bound. There are now in the course of manufacture between four and five hundred machines, which will probably be sold in a short time, and it is almost certain that the creditors' committee would not feel authorized to continue the management of the business after these machines are disposed of.

If the contingency is overcome and the sale consummated, Mr. Schwinn will proceed to manufacture motorcycles without a hitch of any kind and the business will continue without the loss of a minute or a day, probably along larger and more progressive lines. This title, dating October 16, of course will include the plant, machinery, tools and good will and between four and five hundred unfinished machines, as stated.

Mr. Schwinn is well known in the trade, having been a manufacturer of bicycles, marketed largely through the jobbing trade, for some twenty years, and has built up the business, calling for an output of 100,000 wheels a year.

Aluminum Rim on English Market.

An aluminum bicycle rim has appeared on the English market. It is made of a patented alloy known as chrome aluminum, which is claimed to possess all the advantages of aluminum without any of its defects. It is so constructed that it has no rivets or joints. In addition to being rustless, the makers guarantee it to be as strong and stiff as a steel rim, these claims being based on the results of severe tests carried on during the past two years under service conditions.

N. Y. DEALERS IN ACTIVE SESSION

Instalment Sales and Open Mufflers Under Discussion—Resolve Against the Cut-Out—Plan a Dinner.

The regular meeting of the Motorcycle Dealers' Association of Greater New York was held at Turn Hall, 917 Eighth avenue, New York, on Wednesday evening, October 25. The meeting was well attended and a number of important matters pertaining to the future of motorcycles in Greater New York were very actively discussed. A committee was appointed to arrange for a dinner which the association will attend with the motorcycle manufacturers and their representatives during show week. This committee will probably co-operate with a similar committee from the United Cyclists.

A resolution denouncing the open muffler fiend as a detriment to the popularity of motorcycling and a nuisance to the public at large, and instructing the secretary to draw up a petition to present to all manufacturers of motorcycles, requesting them to discontinue placing the cut-out on the machines, was unanimously adopted after many strong remarks had been made in favor of it.

These resolutions also suggested that the members of the association urge the discontinuance of the use of the muffler cut-out by any riders coming into their stores and also requesting them to post placards in their stores and shops with the same intent.

The association now has on its membership roll every eligible motorcycle dealer in Greater New York with the exception of two and they have already specified their intention to enroll soon. At the meeting four applications were received, every one of which was from dealers outside of Manhattan, who have realized the important advantages that can be gained by joining the organization.

The instalment proposition again came in for its share of discussion, and it was reported that since this plan was started approximately 25 sales have been effected by the members of the association and apparently everything pertaining to the transaction was satisfactory to all concerned.

Baker to Give Up Uptown Store?

Changes are impending in the uptown branch of F. A. Baker & Co., New York City, metropolitan distributers for Indian motorcycles. Baker is considering dropping the branch located at 2142 Broadway and has given H. F. Bidwell, manager, an option on it until November 1. Bidwell is endeavoring to form a stock company to take over the store, in which event he will continue as manager, and may add other lines. If this deal does not go through Baker probably will continue to operate the branch.

Mercier to Become Proprietor.

Ferdinand Mercier, one of the best known and most likable of the motorcycle racing men in New York City, who has had charge of the repair department of F. A. Baker & Co.'s uptown store, is going into business for himself. He will locate in Brooklyn, the exact spot yet to be selected, and will specialize on repair work exclusively, a field that offers good opportunities. He will not take the agency for any machine.

New Yorkers Advertise Instalment Plan.

That all who run, or walk, or ride, for that matter, may read, and learn that it now is possible to buy motorcycles, among other things, a la "so much down and so much per week," the Motor Finance Co., New York City, is running small advertisements in the local papers. The company has a time payment arrangement with the local motorcycle dealers.

Standard Welding's Chicago Branch.

The Standard Welding Co., of Cleveland, O., maker of tubing, steel rims and cycle parts, has discontinued the agency with L. F. McClernon & Co., of Chicago, and has established in that city a branch office. The company's representatives will be Messrs. B. A. Quayle and A. C. Clark, having their offices in the People's Gas building.

All Day in Tacoma's Merkel Agency.

Ray E. Day, a popular young motorcyclist of Tacoma and for some time past identified with the "Flying Merkel," has bought out the interest of Ray Packard, formerly associated with him, and will handle the "Flying Merkel" in his attractive show rooms at 944 South D street, Tacoma.

Lewis Specialty in Cycle Trade.

The Lewis Specialty Co., capital $3,000, has filed incorporation papers at Lansing, Mich. The company will handle automobile, bicycle and motor boat specialties. Among the stockholders are James M. Haynes, Richard Shoemaker, R. H. Shoemaker and C. E. Lewis.

Columbus Dealers in Larger Store.

The progressive Columbus (O.) dealer, the Franklin Cycle and Supply Co., has outgrown its present quarters and will be moved to its new building erected especially for the company on East Gay street, just west of Fourth. Phil Vogel will be in charge.

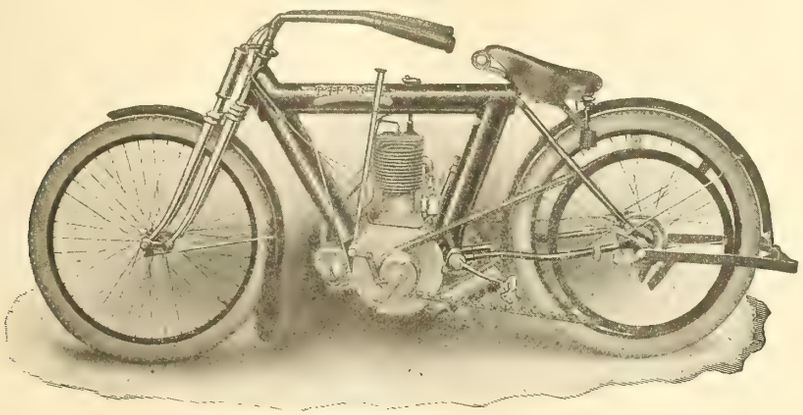
Camplejohns Open in Jacksonville.

Charles and Bert Camplejohn, under the firm name of Camplejohn Brothers, have opened a bicycle and motorcycle repairing business at 22 East Beaver street, Jacksonville, Fla.

PIERCE ANNOUNCES ITS 1912 LINE

Four-Cylinder Model Continued—Increased Stroke on Singles—Other Mechanical Refinements.

Bristling with new features, while perpetuating the foundation lines upon which their predecessors were constructed, the 1912 models of Pierce motorcycles, produced by the Pierce Cycle Co., Buffalo, N. Y., will comprise four machines, three five horsepower singles, essentially replicas in a broad sense, and the distinctive four cylinder seven horsepower type, which continues as the only American motorcycle employing four cylinders. The single cylinder models and prices will be as follows: 12A, $225; 12B, $250; 12C, $265. The four cylinder will list at $400, showing no price advance over the 1911 model. All



PIERCE "12C" MODEL

models are fitted with magneto ignition exclusively.

In the trio of singles, model 12A is continued from 1911 with minor changes, and is the lowest priced machine in the Pierce line. Models 12B and 12C are duplicates, save in transmission form, the 12B being equipped with a flat belt and hand idler, and 12C with V belt and hand lever operated clutch contained in the engine pulley. In external appearance the only radical changes that "stand out" are the shortening of the frame head and fork cartridge, dropping of the handlebars, and a new form of exhaust tube and muffler positioning.

Models 12B and 12C being similar save in details noted, a single description will suffice for both. They represent an evilution of model 12A in advanced form. The engine design has been altered throughout. The cylinder is larger with wider cooling flanges, and the head flanges are vertical instead of horizontal as on 12A. The bore remains the same, 3½ inches, but the stroke has been increased ¼ inch, now being a full 4 inches, giving an increase in horsepower. A block rating of 5½ horsepower is claimed. Flywheels and crankcase also have undergone enlargement.

In keeping with an increase in the size of the explosion chamber, the valves have been enlarged ¼ inch, giving interchangeable inlet and exhaust valves 1⅞ inches in diameter. To take care of the greater cylinder volume adequately, the exhaust tube and muffler have been increased in capacity and greater muffling has been obtained without appreciable sacrifice of power. In the valve gear, direct cam lifts have superseded finger lifts, and the tappets have been capped with fiber to silence the contact click between the push rods and valve stems. The magneto has been rendered immune from oil working in from the motor through the gear case, by placing it entirely outside the gear case. The magneto platform is cast integral with the motor base, and a Herz magneto is used. The use of ball bearings on the main and crank shafts is continued, with improved adjustment provision. Piston rings are wider and better steel is used in them.

In place of the flanged rear pulley, one without flanges has been adopted. The pedaling chain idler, heretofore a separate unit, now is incorporated in the bottom bracket. A new type of fork cushion has been designed to prevent breakage of the cushioning springs. Instead of the conventional tank filler caps of the screw type, spring caps are used. In improved form, the Breeze carbureter will be used on all models. Handlebar tubing has been increased to one inch diameter, and the main bar members have been dropped to parallel the top frame tube. The frame head has been cut down. Changes in the head and handlebars make for easier riding position and neater appearance of the machine. A roller contact on the grip control sleeves gives easier operation, and an index on the bar on the throttle side gives a throttle setting of the grip for starting.

Other sundry refinements include a strengthened rear mud guard clip, insuring the attachment of the guard to the frame, a new supporting clip for the stand, and a buffer on the lower frame tube to prevent denting when the front fork crown swings around. Improved quality and workmanship also are embodied in the new models.

No radical changes have been made in the four cylinder model, the alterations representing a refinement born of experience and experiment. The most important change is in the oiling system, wherein the present gear pump is supplemented by a splash system, and the crank case has been re-designed to accommodate the combining of the two forms of lubrication.

Wider piston rings are used and they are pinned to prevent turning. Bronze bearings in the motor are continued without change, the same applying to the design of crank shaft and connecting rods. The crank case has been made oil tight, assuring the exclusion of stray oil from the magneto, distributor and flywheel. An outside oil gauge has been fitted, which may be read from the saddle. The turning of the oil cock from the saddle also is facilitated through a connecting rod leading to the top frame tube. New style valve lifters eliminate the pumping of oil outside the motor through the suction of the push rods, and the exterior of the crank case is highly finished.

The gear shaft connecting the transmission with the rear wheel has been redesigned, and the flywheel now is mounted on the crank shaft by taper and key. All transmission gears are fastened in the same manner. Clutch pins are larger. To render easier the gear changing and control, the gear shifting lever has been changed to the right side of the frame, having been on the left heretofore.

The four cylinder model also embraces new features common to the singles, such as larger handlebar tubing, roller contact grip sleeves, self contained rebound spring in the fork cartridge, frame tube bumper, and mud guard and stand clips of new design.

Such standard Pierce features as tank-in-the-tube-frames, and Pierce hygienic cushion forks, long wheelbase, mechanical valves and high powered motors are continued on both models.

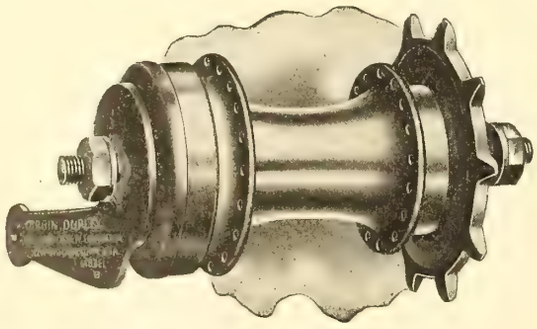
Indians That Would Help Business.

"Indian Motorcycles for Commercial Purposes" is the title of an attractive and interesting pamphlet recently issued by the Hendee Manufacturing Co., Springfield, Mass., illustrating and describing the uses to which motorcycles profitably are being used in business. Among the occupations shown in which motorcycles have proven most successful are for police, municipal, rural free delivery, telephone and telegraph service, salesmen, ministers and physicians. The Hendee company also has issued a special catalog devoted to a description of the 2¾-horsepower single, which is designated as a "runabout" and its adaptability as an efficient and economical general utility machine is emphasized.

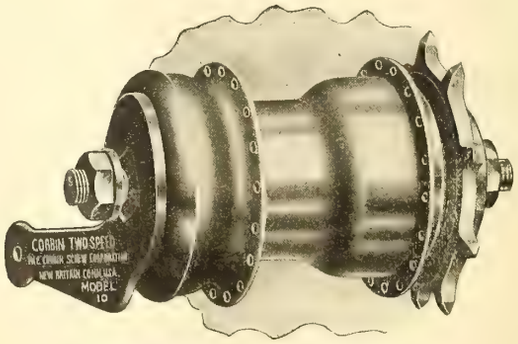
THE CORBIN SCREW CORP
CORBIN
NEW BRITAIN, CONN. U.S.A.

¶ Chief of the reasons why there will be no change in Corbin duplex coaster brakes and Corbin two-speed coaster brakes for bicycles for 1912 is that all the "1912 improvements" were put in a long time ago and have been in ever since. No one that we have found has been able even to suggest further improvements.

¶ Therefore, for bicycles the 1912 Corbin offerings are:



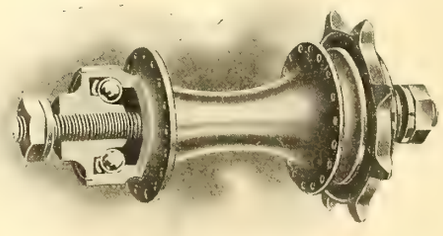
Corbin Duplex Coaster Brake



Corbin Two-Speed Coaster Brake



Corbin Front Hub



Corbin Rear Hub

THE CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers

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NEW YORK, OCTOBER 28, 1911.

Carrying Passengers in Front.

Whether or not the carrying of more than one person on a motorcycle, even though it be provided with an extra seat of standard construction, is or is not dangerous is an open question, but at any rate the authorities of the District of Columbia evidently think it is, for they have secured an amendment to the penal code forbidding the carrying of more than one person on a motorcycle equipped with more than one seat unless a special permit be secured. This regulation undoubtedly will discourage tandem riding and the sale of tandems in the District, and indirectly discourage the sale of motorcycles, for many sales are traceable to tandem rides which give ultimate purchasers their first taste of motorcycling pleasures.

There is no question but that the fixed prohibition of carrying passengers on informal and improvised "seats" such as the top frame tubes, tanks and handlebars is just, and such riding should be suppressed for the public safety, if not for the safety of the riders of a motorcycle so operated. With a tandem, however, the element of danger is not so great. The safety of tandem riding largely lies with the degree of skill possessed by the passenger, for many skids and mishaps can be avoided by the mastering of the art of balancing and leaning in or out as the situation of the moment may require. The skill and temperament of the operator of a tandem motorcycle also is a factor to be reckoned with, for if he or she is reckless accidents are bound to be more frequent and disastrous than if the operator is cautious.

There is no gainsaying the fact that there is a greater element of danger in the operation of a motorcycle carrying more than one person than with one toting a single person. On the other hand, there are thousands of tandem riders throughout the country who are enjoying motorcycling with perfect safety because they have mastered the art of tandem riding, which is an art just as much as is the learning to operate a machine. Many a tandem passenger has been "scared big" on his first ride "on behind," either through the recklessness or mischievousness of the operator, who has indulged in road burning, corner cutting and other such stunts. However, most of the so-called tandem accidents have happened where the passenger was in front of the operator.

That it should be necessary to "see the police" and convince them that one is competent to carry a passenger on a regulation tandem seat of a motorcycle or a bicycle is unreasonable and an interference with a constitutional liberty. If the motorcycle dealers and riders of the District of Columbia do not secure the repeal of this section of the ordinance it means for the former a brake on business, both directly and indirectly, and for the latter a curtailment of pleasures heretofore enjoyed.

The Lack of Competent Repair Men.

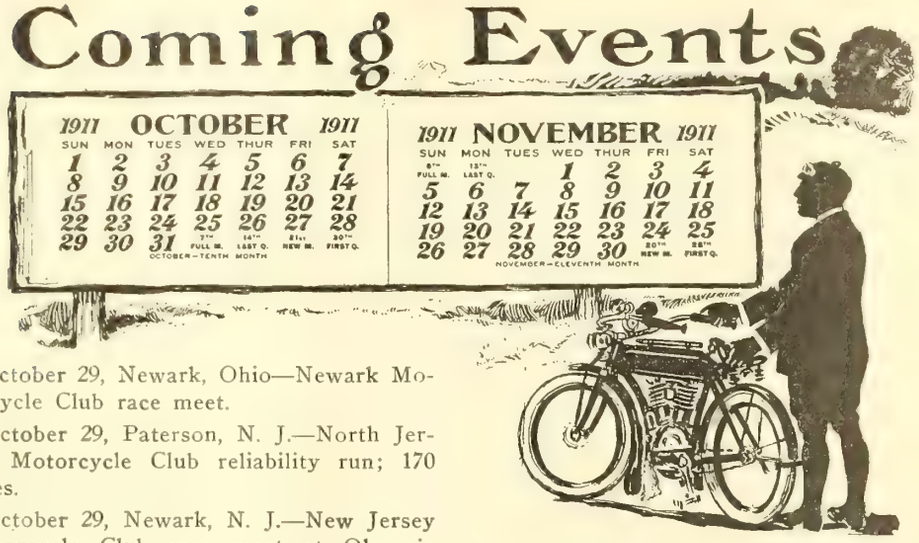
There is a world of truth in the remarks in another column of a motorcyclist concerning the lack of really competent repair men in and around Greater New York. Nor does this condition apply to that district alone, but to other large cities also. There are a great many alleged "repair men" who acquired what smattering knowledge of motorcycles they may possess by tinkering with machines at the expense of owners. Machines were brought in for repairs; the "repair man" did not know what the trouble was, so he just started on a blind hunt for it, which often involved the complete dismantling of a motor in the endeavor to locate a trifling ailment. And many the time the ailment not only has remained undiscovered, but the machine was in worse condition after being dissected and "pawed over" than when it came into the shop.

Not all motorcycle shops in Greater New York are of this sort, but there positively are altogether too many that can be counted in. There are mighty few dealers or repair men who have had experience in the factories, but there is no better place to secure a first-class education on motorcycle troubles and how to remedy them. Into the factories come machines in all stages from one with a "knock" to one that is ready for the scrap heap. In the winter or early spring, or whenever business is dull with the dealer, the best possible investment which he can make, either of his own time or that of one of his employes, is to either go himself or send his man to the factory he represents for a few weeks to brush up in the repair department and familiarize himself with the new models.

Wherever racing flourishes the ability to "tune up" machines is a rare asset that will bring its possessor many dollars. But it is not the racing end that requires the attention of "trouble men" so much. Many riders who indulge in racing are fairly expert in getting the speed out of their machines themselves. On the other hand, there is the great and growing body of tourists who care nothing for racing, but who do want to enjoy the pleasure of riding their machines in a rational way. Many of them do not care to equip themselves with a mechanical education in order to enjoy motorcycling, and others are well satisfied to acquire only a superficial knowledge of their machines sufficient to insure their operation under ordinary conditions.

When trouble of a puzzling or serious nature develops these classes of riders do not care to slip into overalls and try to find out "what's what." They much prefer going around to see a repair man, whose business is finding and remedying trouble, and they do not mind paying a fair price (and sometimes it is most unfair), but they want results, not tinkering. It is to the interests of the manufacturers and agents in the large cities at least to see that competent repair men are on hand to render good service to those who require it.

Coming Events



October 29, Newark, Ohio—Newark Motorcycle Club race meet.

October 29, Paterson, N. J.—North Jersey Motorcycle Club reliability run; 170 miles.

October 29, Newark, N. J.—New Jersey Motorcycle Club race meet at Olympic Park.

October 29, Guttenberg, N. J.—Metropolitan Motor Racing Association, open motorcycle meet.

October 30, Woodstock, Ont.—Motorcycle races.

November 5, San Antonio, Tex.—San Antonio Motorcycle Club race meet at International Fair.

November 7, Great Neck, L. I.—Bicycle carnival, four events, open. Auspices of the Great Neck Cycle Club.

November 11, Gulfport, Miss.—Motorcycle races at Gulf Coast Fair; open.

November 12, Floral Park, L. I.—Ten mile handicap road race, Century Road Club Association, Eastern Division. Rain date November 19th.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

CORRESPONDENCE

Referee Gresham Explains.

Birmingham, Ala., October 18, 1911.

Editor Bicycling World and Motorcycle Review.

I note an article in your last week's issue, October 14th, under headlines "Hot Time in Sunny Alabama," giving an account of the races held here, October 5th to 7th, inclusive; in which appear several statements to which I wish to call your attention and which I believe you should get right.

The part I take exception to is in regard to the scrap between Jake DeRosier and Robt. Stubbs. This scrap did not occur on or near the track, it happened about two hours afterward at the Hillman Hotel; in fact I had gone home and did not learn of it until the next morning, and as for my taking Stubbs's side of the question, it is out of all reason, as I was not even present.

Now in regard to the statement that Birmingham is an Indian town and where no other riders can get a square deal is another misstatement, as such is not the case, as I am quite sure that all riders will agree that as referee I have ruled to all alike, as I have certainly tried to treat all alike regardless of the man or machine.

Possibly some the exceptions were taken because I had the races run in heats, where more than four were entered in any one race, and I will say that as long as I am referee I will do the same, as I do not deem it safe for more than four big sevens to be on the track in a race at one time, that it, at this track here.

(Signed) W. D. GRESHAM, Referee.

What "A" and "B" Say About Motors.

To the Editor of the Bicycling World and Motorcycle Review:

Please decide the following: A say (1) That there are one, two and four cycle motors. (2) That two cycle motors are made only in two cylinder form. (3) That a four cycle motor makes two strokes to one explosion. B says: (1) That there are no one cycle motors, only two and four cycle. (2) That they are made in one, two and four cylinder form. (3) That a four cycle motor makes four strokes to one explosion. Who is correct? A. K.,

Buffalo, N. Y.

(1) B is right. (2) Two cycle motorcycle motors are made with one and two cylinders. Four cycle motorcycle motors are made with one, two and four cylinders. (3) B is right.—Editor.

HONORS DIVIDED AT SACRAMENTO

Seymour Leads Professionals — Alzina Three Times Winner of Amateurs—Inter-City Championship.

If the press agents tell the truth, Ray Seymour made money at the rate of $100 per mile, for five miles, by winning an event at that distance at the annexation jubilee motorcycle race meet held at Agricultural Park, Sacramento, Cal., on the 20th inst. Seymour defeated Collins and Albright for what was stated to be a $500 purse. Maybe it was, but——? Harry Alzina was the king pin of the amateurs, winning three events, although he did not bag any of the championships decided.

G. Shunner, representing Stockton, won the inter-city championship and the Weinstock-Nichols cup, over the five-mile route. D. Galloway galloped in ahead of C. H. Scott in the sprint for second place. In the club championship for the Weinstock-Lubin cup, five miles to go, W. Shoemaker was returned the winner. C. H. Scott and G. Grimshaw won the three-mile tandem race for the State championship. In the novelty slow race all the contestants stalled, and it was declared no contest. There was much disappointment over the non-arrival of the Excelsior team, consisting of Balke and Wolters.

Seymour made the fastest time of the day in the five-mile $500 race, being clocked for a mile in 51⅖. Attendance, 2,000. Summary:

Five-mile amateur, stock singles—Won by H. Alzina; second, C. H. Scott; third, C. Edwards. Time, 6:24⅗.

Five mile open, professional—Won by Ray Seymour (Indian); second, W. G. Collins (Indian); third, J. Albright (Indian). Time, 4:35⅗.

Five mile amateur, stock twins—Won by C. H. Scott (Indian); second, Roy Emery (Excelsior); third, E. A. Shoemaker (Excelsior). Time, 5:19⅗.

Australian pursuit, amateur—Won by H. Alzina (Indian); second, G. Schrum (Excelsior); third, D. Smith (Excelsior). Distance, 13½ miles. Time, 17:35.

Five mile inter-city championship, amateur—Won by G. Shunner, Stockton; second, D. Galloway; third, C. H. Scott. Time, 5:10.

Five mile amateur, twins—Won by G. Shunner; second, C. H. Scott; third, D. Galloway. Time, 5:10⅘.

Five mile amateur, singles—Won by H. Alzina (Indian); second, Holdridge; third, C. H. Scott (Indian). Time, 5:33⅗.

Five mile club championship, amateur—Won by E. Shoemaker; second, W. B. Trapper; third, R. Hawtry. Time, 5:40.

Three mile tandem, State championship—Won by Scott and Grimshaw; second, Murphy and Edwards. Time, 4:50.

TULLIS THE NEW "RISING STAR"

On a Lively Thor Gives Baker and Constable a Big Surprise—Trojans See Fine Sport.

Two hundred and fifty dollars worth of prizes offered, brought such stars as Erwin Baker, Thurman Constable and D. L. Tullis to Troy, Ohio, on the 14th inst., for the joint speed party given by the Piqua and Troy Motorcycle Clubs at the fair grounds. Baker did not make his usual clean up, however, getting only one first, while Tullis was the "big noise" of the meet, taking four wins. William McClain, a local boy, upheld the honor of his town quite well, pounding out two victories, while a pair of Piquans, Moore and Bixler, each scored once.

Through a combination of circumstances Baker was forced to use an old machine that had seen hard service and therefore was an "also ran" most of the time. Tullis had a real lively Thor, and as it was an off day for Constable, Tullis had things pretty much his own way. Although Tullis had the better of the start in the pursuit, Baker gave him a hard fight and lasted 7⅝ miles before he was caught.

McClain was a prime favorite with the crowd, but did not get a chance in many events, as all but one was for 30½ inch machines, and he had a twin. In the novice he showed good form, riding a "5" and beating a "6½" twin, and again in the belt class, on a borrowed machine that was pretty well "frayed out," he managed to pick first prize.

A lively shower in the morning made the track very slippery and caused one accident, Walter Shute hitting the fence in practice and fracturing his collar bone. Attendance, 1,500. Summary:

Two mile club class—Won by D. L. Moore (Excelsior); second, Joseph Baxter (Harley-Davidson); third, J. Brush (Excelsior). Time, 2:59⅕.

Ten mile trade riders—Won by E. G. Baker (Indian); second, D. L. Tullis (Thor); third, Thurman Constable (Harley-Davidson). Time, 12:22⅖.

Four mile novice—Won by William McClain (Indian); second, Frank Hemm (Harley-Davidson); third, John Cathcart (Harley Davidson). Time, 5:21⅖.

Five mile trade riders—Won by D. L. Tullis (Thor); second, E. G. Baker (Indian); third, T. Constable (Harley-Davidson). Time, 6:05.

Five mile private owners—Won by J. Bixler (Harley-Davidson); second, J. Brush (Excelsior); third, J. Hays (Harley-Davidson). Time, 7:16.

Five mile trade riders—Won by D. L. Tullis (Thor); second, E. G. Baker (Indian). Time, 6:05.

Five mile open, belt drive class—Won by William McClain (Indian); second, J. Bixler (Harley-Davidson); third, J. Hays (Harley-Davidson). Time, 7:01.

Unlimited pursuit—Won by D. L. Tullis (Thor); second, E. G. Baker (Indian); third, T. Constable (Harley-Davidson). Distance, 7⅝ miles.

Mile time trials—Won by D. L. Tullis (Thor), time 1:09; second, E. G. Baker (Indian), time 1:12.

Warner is F. A. M. "District Champion."

"Records" fell and champions were made at the big motorcycle race meet of the Short Grass Motorcycle Club, at Oakdale Park, Salina, Kan., on the 12th inst. Paul Warner and Wells Bennett were practically the whole show, and gathered nearly everything in sight. Warner had a shade the best of his rival, winning the F. A. M. central district mile championship and breaking the five-mile State record. Bennett picked the five-mile trade rider State championship, and also "lived longest" in the pursuit. Miss Inez Patterson, daughter of Dr. B. J. Patterson, vice-president of the central district, rode an untimed exhibition. The crowd was the largest that ever attended a motorcycle meet in the State, and represented nearly every county in western Kansas. Previous to the meet the club gave a street parade in which nearly 200 motorcyclists participated, the object being to advertise the meet. Summary:

One mile district championship—Won by Paul Warner (Indian); second, Wells Bennett (Indian). Time, 1:16¾.

Five mile State championship, trade riders—Won by Wells Bennett (Indian); second, Paul Warner (Indian). Time, 6:35.

Australian pursuit—Won by Wells Bennett (Indian). Distance, 9½ miles. Time, 12:00.

Ten mile, trade riders—Won by Paul Warner (Indian). Time, 12:35½. (Claimed State record.)

Five mile stock, trade riders—Won by Paul Warner (Indian). Time, 6:15.

Fined for Carrying a "Passenger."

Carrying a passenger on his motorcycle cost Allen Lake, of South Bend, Ind., $11 in the City Court recently. Lake told the court that he did not know it was a violation to carry another outside the business section and that he was taking a friend to the depot when picked up. "You should learn of these ordinances before you attempt to ride a machine," said the court. "This ordinance was passed to prevent accidents and it will be enforced."

To Tax Motorcycles in West Virginia.

At its annual convention the West Virginia Rural Letter Carriers' Association passed resolutions favoring a State tax on all motor vehicles, the revenue derived therefrom to be used for the improvement and maintenance of State roads. The tax recommended for motorcycles was 50 cents per horsepower.

SEVEN DAYS OF EXCITEMENT

Alabamans Have Full Week of Motorcycle Racing—Joyce and Hasha in See-Saw Battles.

Even though the professionals hippodromed every day, the thousands who attended the Montgomery (Ala.) Fair during the week of October 16-22 saw some mighty exciting motorcycle racing. There were amateur events, too, and these were won on their merits, and were by no means uninteresting, even though they were slower than the "pro" events. Three events were run daily, at least two of them professional, and sometimes all three were money races.

Gayle Joyce, a local crack, had the other local riders beaten before they started and won whenever he pleased or had not agreed to let one of the others beat him "just to let them win once in a while." Joyce won 10 firsts, and Porter Chamless won three races. When Ed Hasha came on the scene late in the week Joyce had a formidable competitor, and if they hippodromed they certainly "played it fine." Hasha won three and lost two to Joyce. Hasha rode a five-mile race in 4:24, which was announced as a "world's record." Anyway, the crowd liked his riding, and expressed a preference for it over the horse events, on the ground that it was far more exciting. Summary:

October 16.

Five mile open, professional—Won by Gayle Joyce (Indian); second, Porter Chambless (Indian); third, Richard Gayle (Indian). Time, 5:16.

Ten mile handicap, professional—Won by Gayle Joyce (Indian) (scratch); second, R. Gayle (Indian) (⅛ mile); third, Porter Chambless (Indian) (⅛ mile). Time, 10:34.

Ten mile open, amateur—Won by Farrar (Harley-Davidson); second, Horrel (Indian); third, Brown (Merkel); fourth, Morris (Indian). Time, 14:20.

October 17.

Five mile open, professional—Won by Porter Chambless (Indian); second, Gayle Joyce (Indian); third, Richard Gayle (Indian). Time, 5:15.

Ten mile open, professional—Won by Gayle Joyce (Indian); second, Richard Gayle (Indian); third, Porter Chambless (Indian). Time, 10:33.

One mile against time—Gayle Joyce (Indian). Time, 0:55.

October 18.

Five mile open, professional—Won by Gayle Joyce (Indian); second, Richard Gayle (Indian); third, Porter Chambless (Indian). Time, 5:12.

Ten mile handicap, professional—Won by Gayle Joyce (Indian (scratch); second,

Porter Chambless (Indian) (½ mile); third, Richard Gayle (Indian) (¼ mile). Time, 9:19.

One mile against time—Gayle Joyce (Indian). Time, 0:52½.

Five mile open, amateur—Won by Horrel (Merkel); second, Dedrick (Thor); third, tie between Sparks (Thor) and Farrar (Harley-Davidson). Time, 6:25

October 19.

Five mile open, professional—Won by Porter Chambless (Indian); second, Gayle Joyce (Indian); third, Richard Gayle (Indian). Time, 5:02¼.

Ten mile handicap, professional—Won by Gayle Joyce (Indian) (scratch); second, Porter Chambless (Indian) (½ mile); third, Richard Gayle (Indian) (¼ mile). Time, 9:20.

Two miles against time—Gayle Joyce (Indian). Time, 1:45.

Five mile open, amateur—Won by Horrel (Merkel); second, Dedrick (Thor); third, Egge (Indian). Time, 6:06.

October 20.

Five mile handicap, professional—Won by E. Hasha (Indian); second, Gayle Joyce (Indian); third, Porter Chambless (Indian). Time, 4:43.

Five mile match, professional—First heat, five miles, flying start. Won by Gayle Joyce (Indian); second, E. Hasha (Indian). Time, 4:23½. Second heat, five miles, standing start. Won by Hasha; second, Joyce. Time, 4:24. Alleged "world's record." Third heat to be run later.

October 21.

Ten mile open, professional—Won by E. Hasha (Indian); second, Gayle Joyce (Indian); third, Porter Chambless (Indian). Time, 8:49¼.

Five mile match, professional—Third heat. Won by Gayle Joyce (Indian); second, E. Hasha (Indian). Time, 4:31.

Three mile match, professional—Won by Porter Chambless (Indian); second, Gayle Joyce (Indian). Time, 3:01.

October 22.

Ten mile handicap, professional—Won by Gayle Joyce (Indian); second, Richard Gayle (Indian); third, Porter Chambless (Indian). Time, 9:21½.

Five mile match, professional—Won by Richard Gayle (Indian); second, Gayle joyce (Indian). Time, 5:25.

Three mile open, amateur—Won by Fuller; second, Morris; third, Dedrick.

Five mile open, amateur—Won by Peacock; second, Dedrick; third, Morris.

Joe Wolters Still the King Bee.

Chopping six seconds off the local track record for 10 miles, "Joe" Wolters again was the feature of the motorcycle meet at the Tuileries track, Denver, Colo., on the 8th inst., batting out three victories over Armstrong, Schwartz and Fleckenstein. The 10-mile session was a thriller all the way. Wolters and Armstrong conceded a lap to King and Schwartz. King was tagged three times and Schwartz once, while Wolters beat the "red top" by less than a foot. Armstrong won a five-mile event when Wolters stayed out, and Schwartz duplicated the trick when Armstrong stayed out. Summary:

Five mile open—Won by Wolters; second, Schwartz; third, Fleckenstein. Time, 3:30.

Five mile three-cornered match—Won by Schwartz; second, Edwards; third, King. Time, 3:38.

Five mile open—Won by Wolters; second, Armstrong; third, Schwartz. Time, 3:30⅘.

Five mile open—Won by Armstrong; second, Schwartz; third, King. Time, 5:33⅘.

Ten mile open—Won by Wolters; second, Armstrong; third, Schwartz. Time, 6:57⅗.

Klark Didn't Guzzle His Soda.

With Mayor B. C. Sonn acting as scorekeeper, some exciting motorcycle races were staged at the fair grounds, Van Wert, Ohio, on the 12th inst. F. A. De Mint promoted them, and was well pleased with the success of his efforts. Don Klark and E. G. Baker were "among those present" and Klark scored twice on Baker, while the latter "got" the Detroiter once. Klark was disqualified in the novelty race for failing to stop and drink his soda, and Baker won it. In the pursuit, the top line number, Klark gave Baker 20 seconds and caught him in 12 laps. Summary:

Five mile open—Won by E. G. Baker; second, G. H. Farrar. Time, 6:25.

Five mile, county cup—Won by Ray S. Miller; second, Huffman. Time, 7:05.

One mile open—Won by Farrar; second, Baker. Time, 1:22.

Novelty race—Won by Baker; second, Farrar. Distance, 2½ miles. Time, 7:05. Klark disqualified.

Five mile open—Won by Warner; second, Rectine; third, Huffman. Time, 7:05.

One hundred yard slow race—Won by Warner; second, Rectine; third, Huffman. Time, 1:32.

Six mile pursuit—Won by Klark; second, Baker. Time, 7:45.

Mile time trials—Won by Klark, time 1:12; second, Baker. time 1:15.

Half-mile bicycle race, boys—Won by Logan Fair. Time, 1:32.



AMAZONS IN LIVELY BATTLE

Columbus (O.) Sees First Motorcycle Race Meet for Women—Dolly Fast But Viola Best in Match.

Columbus, O., always has claimed to be a "live wire" motorcycle city. The claim never has been seriously disputed, but it was considerably strengthened on Saturday, 21st inst., when the first motorcycle race meet for women ever held in this country was staged at the Columbus Driving Park. True, the meet was not sanctioned by the F. A. M., and the Columbus Motorcycle Club had no part in its management, but nevertheless it was a novel and highly exciting affair. Frank Lawwell, an automobile racer, managed the meet.

Columbus was represented ably by its own favorites, Dolly and Lucile Adelman, who captured three of the four events between them. Viola Culp, of Elwood, Ind., won the other race. Despite the raw day the spectators soon warmed up through the lively scraps between the girls. Dolly Adelman won the five-mile open, the first number, easily. Then came the 10-mile open, with Dolly and Miss Culp fighting it out. Lucile Adelman was given a mile handicap in this race, and needed it to win. Dolly and Viola rode neck and neck for several laps, and the tie was not broken until the last half-mile, when Dolly shot in front and stayed there to the finish.

Viola then met Dolly in a three-mile match and beat her by less than a second after a tabasco fight all the way. The feature race, the 15-mile open, proved sensational. Miss Culp led until the 13th mile, when Dolly Adelman forged ahead and increased her lead to an eighth of a mile at the finish. The track was in fine condition after recent rains. The second day's program was postponed to the 28th on account of heavy rain on the night of the 21st, which turned the track into a quagmire. Summary:

Five mile open—Won by Dolly Adelman (Indian); second, Viola Culp (Indian); third, Lucile Adelman (Indian). Time, 5:46½.

Ten mile open handicap—Won by Lucile Adelman (Indian) (1 mile); second, Dolly Adelman (Indian) (scratch); third, Viola Culp (Indian) (scratch). Time, 11:41.

Three mile match—Won by Viola Culp (Indian); second, Dolly Adelman (Indian). Time, 3:33½.

Fifteen mile open—Won by Dolly Adelman (Indian); second, Viola Culp (Indian); third, Leda Leslie (Indian). Time, 17:40½.

Anti-Passenger Ordinance Checked.

Opposition to the proposed ordinance introduced in the Ashtabula (O.) common council to prohibit the carrying of passengers in front of the operator on motorcycles arose on the second reading of the measure. One of the councilmen stated that he did not favor the ordinance, as he did not think the council had the power to prevent a motorcyclist carrying a passenger in front of him if he chose. He opined that both motorcyclists and passengers knew the danger they incurred in riding in such a manner, and that they could not be deterred from taking the risk if they chose. Upon being interrogated as to the power of the council to enact such an ordinance, the city solicitor stated that it had such power, and that such an ordinance would be valid, as it concerned the safety of the public. There the matter rests at the present time.

Wanted: Someone to Kill Jupiter Pluvius.

If looks could kill, old Jupiter Pluvius would be a dead one. The latter part of last week he frowned incessantly upon Maryland, and with the wrinkling of his ancient brow he also saw fit to drop a few tears. They were not sparingly bestowed, and as a result the members of the Maryland M. C., of Baltimore, and other crack riders cast up at him as black looks as were ever worn on a human countenance. Through his extremely mean disposition two motorcycle meets had to be postponed and much fine sport was lost by the wayside.

Howard A. French had arranged to run several races at the fair at Frederick, Md., on October 20, and his intention was to provide some thrills for the country folk in that section. On the day in question, notwithstanding the fact that it had rained almost incessantly for several days previously, he and the local riders went up to Frederick in the hope that there might be a dry spot on the map, But they found conditions just as bad there as in Baltimore, and they had to return—a mightily disgusted bunch.

J. Boyd Anderson, the crack rider from South Carolina, and Billy Fleurstein, the idol of the South, came up to participate and they felt like choking J. Pluvius for his mean spirit. The other riders who made the useless trip to Frederick from Baltimore were John Blakeney, Gus Heintz, Freddie Tiemeyer, Matt Gault, W. S. Fisher and Dick Blakeney.

The other meet was to have been pulled off at the fair at Belair, with races on both October 20 and 21. Even though the weather interfered, there was some doubt as to whether they would have been run, as the Sandruck Brothers, who were promoting them, had been outlawed recently and they were unable to procure an F. A. M. sanction. They tried to do it, but failed, and they manifested a disposition not to pull them off as outlaw races. It is understood that they will endeavor to get back into the fold. It is also possible that the Belair races will be run some time in the near future.—C. F. Y.

STUBBS HURT AT BIRMINGHAM

But His Injuries Not Due to His Fight With DeRosier—"Jake" and Balke Clean Up Everything.

There were more lively doings at the motorcycle races at the Alabama State Fair at Birmingham during the week of the 9th to 14th, inclusive. DeRosier and Balke got down to business and cleaned up everything on the card for the entire week. Robert Stubbs was in a bad smash on Monday, 9th, sustaining a severe cut under the right eye. A rear tire "blew" and Stubbs went down. It was thought at first that he would lose the eye, but later the injury was found to be less dangerous. After Friday's race on the 14th Hasha protested Balke and DeRosier's machines and they were taken down and measured and found under size. DeRosier and Balke also got some so-called "dirt track records," the former doing five miles in 4:16 and the latter 10 miles in 8:39¼. The record cracking occurred on Thursday, 12th.

After his accident on Monday Stubbs did not ride any more. It now appears that the fight between him and DeRosier the week before occurred at a hotel in the evening. An inch gash as clean as a razor slit was made in DeRosier's cap by the piece of steel with which one of Stubbs' friends struck him. The hotel people set the police on Stubbs, and he was fined $10 in court next day.

After the protest of the Excelsior machines on Friday, 13th, the referee hunted up C. B. Pike, of the Pike Machine Works, who brought measuring instruments along. Balke's machine was measured Friday night and found under size. DeRosier's machine was measured Saturday morning and also was passed O.K. As a matter of general information the measurements of DeRosier's motor were as follows: Front cylinder bore, 3.3298; rear cylinder bore, 3.330; stroke of both, 3½; displacement, 60.96 cu. in.

DeRosier alleges that in the attempt to force his machine over size at any cost the referee told Pike to take the bore measurements at the largest part of the cylinders he could find, and not average up with the smallest diameters. He also alleges that the stroke of both cylinders was measured in the hope of finding them different. There were no races on the 10th and 11th on account of rain. Summary:

Monday, October 9.

Three mile open—Won by Balke (Excelsior); second, Hasha (Indian) Time 2:32¼.

Three mile open—Won by DeRosier (Excelsior); second, Stubbs (Indian).

Ten mile open—Won by Balke; second, DeRosier. Time, 8:49. Stubbs fell.

Thursday, October 12.

Five mile open—Won by DeRosier. Time, 4:16.

Ten mile open—Won by Balke. Time, 8:30½.

Friday, October 13.

Twenty-five mile open—Won by Balke; second, Mitchel. Time, 22:05.

Saturday, October 14.

Twenty-five mile open—Won by DeRosier; second, Mitchel. Time, 22:36.

Washingtonians Test New Ordinance.

Deliberately violating the recent police regulation forbidding the carrying of more than one person on motorcycles or bicycles without special permit, Henry James and Robert Thomas, motorcyclists of Washington, D. C., have offered themselves as sacrifices to make a test case of the ordinance. The ordinance went into effect on Friday, 13th, and on the day following the two "martyrs," after previously sending word to the authorities of their intentions, appeared in front of police headquarters, and, after being photographed, mounted the motorcycle and rode up the street. A bicycle policeman was on hand to uphold the law, and at the end of the first block he put them under arrest and summoned them to appear in court.

The motorcyclists are members of an association organized to fight the ordinance and have retained counsel to look after their interests. Both sides say that the case will be fought to a finish, and in the meantime the police have been given strict orders to arrest all violators. The bicycle interests are also involved through the arrest of George Black, who was charged with carrying another person on his bicycle. Following the death of a girl who was struck by a motorcycle carrying two passengers, the ordinance was passed on September 13 and 30 days of grace allowed before its enforcement. It reads as follows: "No bicycle or motorcycle constructed for use by one person only shall carry more than one person while being ridden on the alleys, streets, avenues, highways or roads in the District of Columbia, and no such bicycle or motorcycle which has been altered or adapted so as to carry more than one person thereon shall be so ridden without special permit."

New York Shy on Good Repair Men.

It was after midnight, and a party of nine motorcyclists were sitting around a round table in their cosy club house, indulging in a quiet and friendly game of poker Between drinks and deals the talk reverted to motorcycling, naturally. Suddenly one of the party burst out: "I think I will sell my machine and quit riding." "What!" exclaimed several. "You're only 'kidding.'" "No, really I mean it," said the first speaker. "Well, what is the reason?" he was asked. "The reason is," he went on, as he looked at his cards, threw them down with a slam and took a drink, "that there isn't a good motorcycle repair man in the whole of Greater New York. I mean a man that knows more about a machine than a rider does himself, and can find and fix troubles that stump me. Why, I've given $15.50 in the last few days to fellows who said they could take a 'skip' out of my motor, and that 'skip' is there yet as big as it ever was.

"Why, at that rate it costs more to keep a motorcycle than it does an automobile, and I'm getting sick of these big repair bills and no results. It's simply a case of paying a so-called 'repair man' big money to tinker with your machine and teach himself a few things that he doesn't know, and never did know, and probably never will know. Often when such fellows get through with your machine it is worse than when you let them have it. Honestly, I would be willing to 'back' a good repair man in this town, for such a man is needed mighty bad, and if he could 'make good' everything would be 'velvet' for him. It seems to me that the motorcycle manufacturers ought to take a tip from the automobile people and give some thought to taking care of their customers. They ought to realize that in a big city like this, where a large number of machines are out, good repair men are badly needed to keep the machines going and thereby keep the owners satisfied. That is why I am thinking of quitting riding, at least until a competent repair man hangs out a sign, and shows that he can 'deliver the goods.'"



DAVID MOLIN—3½ H. P. N. S. U.—WINNER OF M. T. C. GOLD MEDAL

Motorcycles to Replace Automobiles.

The civic authorities at Toronto, after having spent thousands of dollars yearly on automobiles for the departments at the City Hall, have decided that the motorcycle is just the thing to facilitate the work of the inspectors and others. The risk of joy-riding is eliminated while a number of the single-trackers can be purchased for the price of one motor car. As a start the city engineer has sent in an order for two motorcycles for use by the members of his department.

The Tallest "Fish-story" Ever Told!

Here is one you can chew on for a bit: W. Griswell, of this city, while fishing the other day, reports that he "caught" a motorcycle on the end of his line. Griswell says that he walked into the water and hauled out the machine, which proved to be a Harley-Davidson, No. 2402. No. of tires, 56,670, C. & G. make, and in fair condition. The tires were properly inflated and the tank full of gasoline. The machine was but little rusted.

Seven Start in South Bend (Ind.) Run.

Threatening weather and bad roads kept down the number of starters in the last run of the season of the South Bend (Ind.) Motorcycle Club on the 8th, only seven riders electing to brave the elements. The route was to Valparaiso and return, 115 miles, and originally was planned as a reliability run, but was reduced to an ordinary pleasure spin with no prizes up.

Jupiter Pluvius "Butts In" at Newark.

Rain "queered" the race meet of the Newark (O.) Motorcycle Club scheduled for Moundbuilders' Park on Sunday, 22nd. The club will try again on the 29th.

Motorcycling in Rainier National Park.



By L.H.Whiteman.

Unlike the Yellowstone Park and the Yosemite Valley, the new Rainier National Park, created as it was when machines were in common use, is open to motor driven vehicles. Not only does the Government permit the entrance of automobiles and motorcycles into this wonderful region of mountain peaks, waterfalls and glaciers, but has constructed the park's highways with the convenience of the machine enthusiast as an object in view.



"WE KEPT OUR HORNS GOING CONTINUOUSLY"

Situated in the heart of the Cascade Mountains, containing Mt. Rainier, the second highest peak in the United States, and not more than a hundred miles from Seattle, this region, although still inaccessible for the most part, is visited each year by an increasing number of motorcyclists. When the roads proposed are completed Rainier National Park will be one of the chief touring points in all Western travel, not only for automobiles but for the two-wheelers as well.

To obtain an idea as to what this region holds for the rider of the motorcycle was the object of a four-day trip taken by a friend and myself.

We left Tacoma about eight o'clock one morning, heading our machines south from the city into what is known as the Rainier-Tacoma road, that for a great part of its 50 odd miles to the park's southern boundary, runs up the picturesque Nisqually Valley. In fact the actual end of this road is at the headwaters of the Nisqually River, the Nisqually Glacier. This is said to be the only road in America running to a glacier.

Our way for the first half of the ride led through logged off timber lands, or sunburned little prairies, and then into the heavily grown forests of the higher slopes. The grade was an easy one, hard and smooth, our machines ran like clockwork and we rapidly covered the miles.

It was almost noon when, swinging around the grade, the little town of Ashford, the terminus of the branch railroad to the park, came in sight. We had made the distance from Tacoma, counting out the stops in a little more than three hours.

The daily train from Seattle had just arrived. Two or three motor "rubber-neck wagons" were loading with passengers for the National Park Inn at Longmire Springs, the chief object point for visitors.

Speeding up a little, in order to get a start of the "wagons," we began what proved to be one of the finest parts of the ride. For several miles from Ashford the road had been macadamized; the steam rollers were at work as we passed. From this point to Longmire Springs, 14 miles up the mountains, the road climbs steadily without a descent at an average grade of 1.6 per cent., winding through one of the heaviest timbered regions in America, crossing and recrossing milky glacier streams, from the bridge of one of which we caught our first glimpse of Mt. Rainier since leaving Tacoma.

In a few minutes we had crossed the Pierce county line and were on the Government road, riding through the Pacific Forest Reserve, from which the National Park was created in 1899.

During all this time we passed and were passed by a continuous string of automobiles. On the curves we kept our horns going continuously.

Seven miles from Ashford, half way to Longmire's, is the park's official entrance. Across the road stands a rustic gate constructed from fir logs, peeled and varnished. Here we dismounted and, registering at the lodge inside the gate, learned that our speed from now forward must not exceed more than six miles on the curves and fifteen on the tangents; also that no motor driven vehicles were allowed to leave Longmire's, going out, after 8 p. m., or to leave for the Nisqually Glacier later than 7 p. m.

I was much surprised, none of the khaki-clad regulars, so numerous in the Yellowstone and Yosemite, were stationed here, the registration booth being in charge of a youthful forest ranger. It was explained to me, however, that the park was under the control, not of the War Department, but the Department of the Interior.

Just beyond the boundary the only mishap of the entire trip occurred. A dust hidden horseshoe, well studded with nails, gave us a sweaty half hour with a tire that objected strenuously to coming off, and once off objected just as strenuously



ACROSS THE SNOWFIELD



"A REGION OF WATERFALLS"

to going on again. While we were putting on a patch an incident occurred that proved more amusing to us afterward than it did at the time. A seven-passenger touring car, loaded with a crowd of noisy youths, who had the air of having imbibed "not wisely but too well," found in us an excuse to guy all motorcyclists in general, and us in particular. A little later we passed the same machine "dead" —dead to stay dead. Its occupants stood aside to take our dust as we passed.



LONGMIRE SPRINGS "BEFORE THE GARAGE"

At last, seven miles from the entrance, we ran out of the forest to the inn at Longmire Springs. Here a large number of automobiles and motorcycles were lined up before the well-stocked garage. After a plunge in the hot sulphur pools, for which this place is noted, we joined between 200 and 300 autoists and tourists in dinner at the inn.

The Rainier inn faces the mountain, so near does it appear that one fancies that to walk to it and back would be a nice after dinner stroll. Back of the inn the Nisqually River tears madly along its bed, frothing white and rumbling with the hidden boulders that roll along its bottom.

I am not going to weary the readers of this sketch with any attempted description of the beauties and wonders of this region. Words are inadequate to picture its waterfalls, cascades, mighty snow peaks and glaciers. Rainier itself is, of course, the great overtowering wonder of the park. The size and number of its glaciers are unequaled elsewhere in the United States. It reaches its majestic, awe-inspiring head more than 14,000 feet into the clouds. But even were there no Rainier this region would be worth traveling a thousand miles to visit, such is the beauty of its plateaus and uplands.

Early the next morning we mounted our machines and finished the last stage of the journey to the foot of the Nisqually Glacier, winding along a splendidly graded road that nowhere exceeded 4 per cent., skirting the Nisqually canon, in which we caught a glimpse of the beautiful Narada Falls.

At the foot of the glacier the machines were left in company with a dozen others, and we continued up the trail to Paradise afoot.

This trail has been commonly called the most beautiful in America. From it are visible the charming Washington Rapids, a mile in length. It makes its way steadily upward through wild flower gardens over which the flower lover goes in raptures. At last one comes out upon a wide plateau, flower carpeted and rivulet worn. Here is the Camp of the Clouds, starting point for the mountain climbers and stopping place for the tourists. Below lies a wide, precipitous valley—Paradise, in the upper end of which is visible the Sluiskin Falls, tumbling hundreds of feet from the Paradise Glacier to the bottom of the glacier worn valley below.

Across the valley we could see the road winding along the cliff. This is the road we had left an hour before, since it is not open to machines. It runs to Reese's camp at the Camp of the Clouds, but owing to the lack of funds obtainable for its construction, its width from Nisqually Glacier to the latter place is only 12 feet. Too much cannot be said about the magnificence of this scenic highway. It winds for 25 miles covering a distance of 12 from the entrance of the park to its end. The last few miles, open only to stages, are constructed along the edges of a precipice, a sheer drop of a thousand feet to the river below. All the way the majestic Rainier is visible, while cascades and wild flowers delight the eye.

At the present writing there is a project on foot, that, Congress approving, will mean its continuance at the standard width around the entire mountain. When this is completed Rainier National Park will be one of the world's wonders. Such a highway would open up the wild and little frequented north sides, and would skirt the ends of some of the largest American glaciers.

"Pop" Reese runs a hotel at Paradise. It is a little, plain board shack, with a row of tents for bedrooms, but the dinner he set out for us that evening tasted, to us at least, better than a banquet. Climbing trails at 6,000 feet had served to edge our appetites.

The balance of the day and the day that followed we spent in climbing the snow fields and the nearby Paradise, and Cowlitz Glaciers, and in strolling about the flower strewn Paradise Valley.

Nowhere else, say the botanists, do wild flowers grow with greater profusion than about the high plateaus of Mt. Rainier. Here are lilies pushing their way up through patches of melting snow. Entire hillsides are clothed in the purple and scarlet garbs of lupine, hellebore and figwort.



PARADISE VALLEY—ROAD ONLY 12 FEET WIDE

Paradise, alas, was not all heavenly. Mosquitoes were the serpent in this Eden. Were they vicious in proportion to their numbers the first weeks of summer would be unbearable in Paradise. Even on the snowfields, a mile from evaporating pools

of snow water, where they breed, they exist in clouds. Later in the summer, when the lower snow fields have disappeared, they vanish also. On a subsequent trip some weeks later I saw scarcely one.

Around the camp fires at night "Pop" Reese had many stories concerning the mountain and its visitors. Said he: "We git all kind of people here. The first week after I had dug this shack out of the snow this summer there was a young fellow up here from New York. We got ter callin' him Broadway, because he talked so much about that place. He used ter climb around on the snow with no hat or coat on an' with his sleeves rolled up. Said he 'wanted to git tough so as to sing opera.' Use ter keep the folks awake practicing, too, until



"WHEN THE ROADS ARE COMPLETED"

I had to kick. Funny lot o' people in this world anyhow, ain't there?"

Late that night a party of a dozen men and guides left for the summit of Rainier. We saw them the next day crawling across the dazzling white snow fields, and looking in the distance for all the world like big black ants. After hearing their experiences that evening my friend and I wanted to attempt the climb. The guides advised us not to, however, saying that no one should undergo the hardships of this ascent without first hardening himself on the lesser peaks nearby.

This was our last day in Rainier Park. Next morning we dropped down the trail to our waiting motorcycles and that noon were back again in Tacoma after a most delightful trip.

Enclosed please find check to cover renewal for my subscription. I do not know just when my previous subscription expires but I do not want to take a chance of missing any issues.—Chas. J. Dyke, Windber, Pa.

100 MILES INSIDE 100 MINUTES

Ben Broderick, Two Mile National Champion, Turns Trick at San Jose—Acrobatic Feats by Alzina.

Another press agent "world's dirt track 100 mile record," this time an "amateur" one, was made at San Jose, Cal., on the 15th inst., when Ben Broderick, of San Francisco, reeled off the century in 98 minutes and 48 seconds, an average of 61 miles an hour. Bud Northrup, a local boy, was second, in 99 minutes and 5 seconds, or 17 seconds behind the winner. C. Oberg was the third man across the finish line. The race was the feature of the card and was bitterly fought from gun to gun. Broderick, the winner, is the two mile national champion.

Seven started in the century dash, and the excitement began almost immediately. Northrop and Alzina soon found that they were about evenly matched and seesawed for several miles, much to the delight of the spectators. They made a race of it all right. Reade, on an Excelsior, had carbureter trouble in the fifth round and broke a valve in the 25th mile. At the quarter century pole the order was Broderick, Northrup, Oberg, which was destined to be the ultimate finish lineup. Broderick had taken the lead almost at the start and was going in great form with Northrup pressing him close.

In the 30th mile Alzina caught Oberg and now was third. Broderick and Northrup still were one, two, at 50 miles. There was lots doing in the 53rd lap when both the leaders stopped for gasoline. It took Broderick longer to fill but he got away better than Northrup, who was over anxious, so matters were evened here. This pair woke up the spectators again in the 77th lap by some lively seesawing. Alzina's chances began to go in the 90th mile when his rear tire went down. He took a chance, however, and keep fighting desperately with his crippled machine. In this lap, while Alzina and Northrup were making a turn together, the former skidded fearfully and nearly carried Northrup down. Both escaped this time, but in the 95th lap Alzina blew a front tire and was hurled over the handlebars. No one was near him when the accident occurred.

He escaped injury, and his machine also came through the spill unscathed but the tire trouble put him out of the race. Oberg then recovered third place, which he had been fighting to regain for so long. Reade had considerable mechanical trouble which set him way back, but toward the last he seemed to have shaken his hoodoo and tore off some sensational miles. He gained a second per mile on the field in the last eight laps, and was clocked once in 58 seconds.

In the snappy preliminary events Northrup won a five mile race for belt machines, and T. Campi slugged out a victory in the free-for-all for stock singles, 30½ inch class. He may be disqualified for entering after entries had closed. W. G. Collins went two exhibitions over the three mile route, the fastest being 2:38⅖. His best mile was 52⅖ seconds. The weather was ideal but the crowd was not as large as expected.

Summary:

Five mile stock, flat belt, 30½ inch class—Won by B. Northrup (Indian); second, S. S. Norman; third, E. Haldridge. Time, 5:57⅖.

Five mile free-for-all, singles, 30½ inch class—Won by T. Campi (Indian); second, B. Northrup (Indian); third, V. McKay. Time, 5:47.

Three mile exhibitions—W. G. Collins (Indian). First trial, 2:41⅗; second trial, 2:38⅖; best mile, 52⅖.

One hundred mile free-for-all, stock, 61 inch class—Won by Ben Broderick (Indian); second, Bud Northrup (Indian); third, C. Oberg (Indian). Time, 1:38:48.

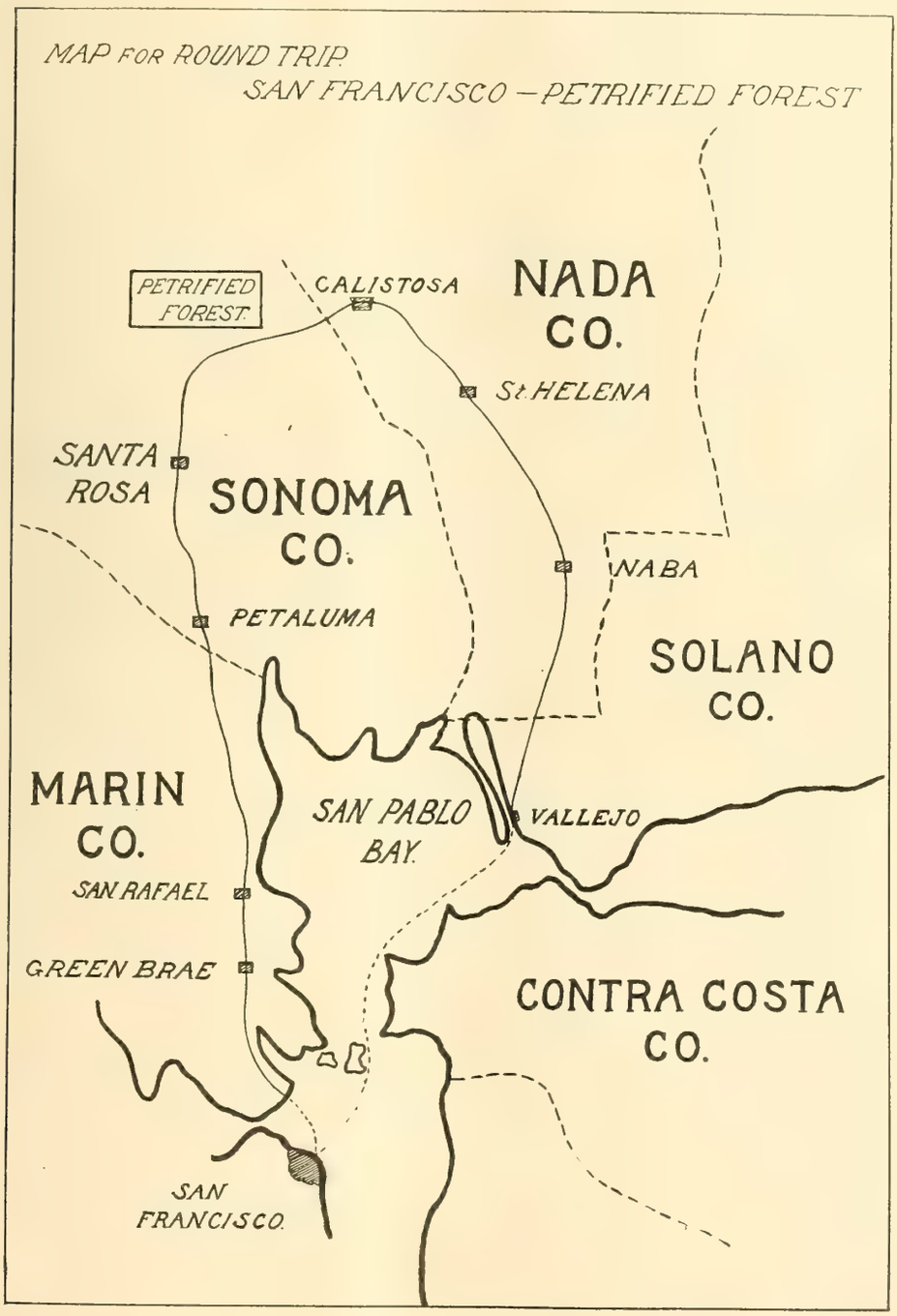
More Cities Squelching the Cut-Out.

There appears to be an epidemic of legislation relating to the motorcycle. The rapid increase of the number of motorcycles is attracting the attention of city and state authorities and new laws and ordinances are reported from many parts of the country. One of the most popular restrictive measures is one requiring a muffler to eliminate the sharp pop-pop of the motorcycle. Such an ordinance has just been passed by the Chicago City Council. Topeka, Kan., has decided to enforce an ordinance which has slept for two years, requiring mufflers.—Middletown (O.) Journal.

A One Day's Tour to the Petrified Forest

By FRANZ WEIGELT

Recently there were published in the Bicycling World and Motorcycle Review a number of one-day motorcycle routes in the neighborhood of New York City, and no doubt many riders found them worth their while to follow. But as only a small number of knights of the wheel are living in Gotham, as compared to the many thousands out here in California, it would be no more than fair to let them have an inning or two in the publication of routes. As the first of these a splendid round trip from San Francisco to the Petrified Forest in Sonoma county, one of the wonders of the whole country, may here be described shortly.



This trip, as behooves a first attempt at map touring, is quite simple, it almost being a case of following your nose. There is a much traveled road leading through Green Brae, San Rafael, Petaluna to Santa Rosa. But once in the city of Santa Rosa it becomes necessary to be more careful, as a number of avenues lead in various directions, and it is not so easy to pick out the proper one.

Take Mendocino avenue to the junction of the Mark West and Porter Canyon roads, where you must turn to the right. Traveling for about five miles, passing Burks Village and Mark West Springs, brings you to a little cottage, which marks the beginning of the petrified forest.

This forest stretches for about four miles and covers an area of some 300 acres. It is very difficult to ride on any kind of vehicle into the forest itself, on account of the wonderfully thick and heavy undergrowth; much better it would be for each rider to leave his machine at the cottage near the entrance. The big trees, some of them 80 feet high and from 6 to 10 feet in diameter, are of the giant redwood species (Sequoia Gigantea), and are said to have been crushed to earth by volcanic action. Somehow or other mineral waters or solutions of salts covered the fallen giants of the woods and slowly petrified the fiber. It must have occurred a long, long time ago, for geologists have fixed the age of these fallen monarchs of the forest at over 30,000 years. Just to think of the ages that have passed since those big trees grew and flourished gives one the creeps, if one is in the least inclined to speculate or dream of all that has occurred since the sap rose and fell within those wooden pillars. So perfectly have they been preserved that even now it is possible to count the rings and even to notice the color of the bark and to distinguish between firs and redwoods.

There is much more that is wonderful and interesting in this remarkable forest of stone, for more fallen giants are uncovered every day, as there is continuous digging going on in the whitish-gray volcanic ash and dust. Large and small fragments of scoriaceous rock and great chunks of lava litter the ground, while the rough sides of the mountain are fissured with deep ravines of seismic origin, in which streams of lava flowed irresistibly down into the valleys, carrying destruction in their course.

A fee of 25 cents is charged for admission to the forest proper, but it is money well spent. The visit is not only highly interesting from a scenic point of view, but is of great educational benefit to him who looks around him with his eyes wide open.

Although the road from Mark West and Porter Canyon is somewhat hilly and quite rough, it is not impassable for the sturdy two-wheeler. Once past West Springs,

however, the road becomes splendid, almost perfectly smooth and level, until you reach Calistoga. It is made of shell rock and rarely gets muddy, while the scenery and views confronting the rider are simply magnificent. Emerging from the canyon some little distance before Calistoga one has a beautiful view of Mount St. Helena.

Just before reaching the little town of Calistoga a rather steep descent brings you into the beautiful Napa Valley, where the road is like a boulevard, absolutely level, broad, with fine trees, and you just feel like "letting her go"—but don't do it! Because the speed limit is 25 miles an hour, and while motor cops are not in evidence the country constables are—very much in evidence, in fact!

Returning via St. Helena, Napa and Vallejo the rider will find the roads in rather poor condition, but great work is being done, and it will not be long before a fine boulevard will reach from Napa straight down to San Pablo Bay. At Vallejo it is necessary to take the steamer across the bay to 'Frisco.

The whole round trip can easily be accomplished in 10 hours, allowing one hour for dinner and one hour for exploring the petrified forest. If the rider wants a hearty meal at noon time he will do well to stop either at Santa Rosa or St. Helena, as the cottage near the forest has nothing but sandwiches and soft drinks. Calistoga, too, has a very nice little restaurant, where one can get a dandy meal for about 50 cents.

Baker to Try for Six-Hour Record.

The proposed six-hour record trial which will be made by Erwin G. Baker on the Indianapolis Motor Speedway will be watched with much interest, as it will without a doubt determine whether the Speedway is suitable for motorcycle racing. Speedway surfaces as a rule are too rough to permit of high speed by the little two-wheelers, but the new brick surface of the Hoosier course is much smoother than a cement surface and correspondingly easier on tires. Even a slight rolling surface, while presenting no difficulties to a large racing car, often proves a Waterloo for motorcycles at extremely high speed. Baker has been practicing for several days for the event and recently rode 75 miles before a blow-out forced him to stop momentarily. He said he experienced no unusual jar or jolt and felt good for several hundred miles. In the six-hour trial it is his intention to ride as far as possible without a stop, getting his oil and gasoline on the run. If he proves that the Speedway surface will permit of the high speed attained by the racing machines the Indiana Motorcycle Club will no doubt make a bid for the F. A. M. convention.—L. L. G.

Krebs Nearing End of Long Tour.

William Krebs, of the Cincinnati Motorcycle Club, passed through Indianapolis, homeward bound on the last leg of a 1,200-mile trip through Indiana, Illinois, Missouri, Iowa and Ohio. Though compelled to "ship" an additional 300 miles or so, Krebs enjoyed the visit to the utmost and came through with flying colors. Neither tires nor machine gave him any trouble and he had but one spill. He left Cincinnati on October 8th to spend his vacation with friends in Iowa. He reports the roads in Indiana and Ohio to be in excellent shape after the hard rains, but he says the Iowa and Missouri roads after a rain of several days are enough to sour the disposition of the most optimistic motorcyclist.

The farmers in that part of the country for the most part use vehicles with narrow steel tires, and the effect of these tires on a clay road can well be imagined. A deep rut is worn in the soft road, this rut ranging from two to four inches in width, and all the vehicles follow this track. It is almost impossible to ride in the horse track, as the clay soon hardens and resembles more a boulder road. Krebs says if a man is an exceptionally good equilibrist he can manage to stay in the same old rut, but if he deviates from the perpendicular his name is mud in more ways than one.

Indianapolis is proving to be a sort of a stopping place for tourists bound east and west, and is becoming one of the best known parts supply stations.—L. L. G.



"WHEN THE AUTUMN LEAVES ARE TURNING INTO GOLD"

The World on Wheels: News Notes from Everywhere



Bobby Walthour's winnings for the European season just closed, during which he won the motor-paced championship of Germany, are reported to be $12,500.

Amateur track racing in Australia is evidently in little immediate danger of going into a decline, judging by the entries received recently in two events—a half-mile and a 1½-mile handicap, drawing 140 and 160 entries, respectively.

Octave Lapize, the winner of the Paris-Brussels, Paris-Tours, Paris-Roubaix and the 100 kilometer road championship of France, and Leon Georget, six times winner of the Bol d'Or race, will be one of the pairs to represent Europe in the coming Madison Square Garden grind.

Scarcely a motorcycle factory but has been overrun with visiting riders of its machines during the season just closing. Among recent Harley-Davidson visitors were Fred and Charles Sheppard, of Louisville, Ky. They rode singles and report a puncture as the sum total of troubles.

Germany has the six-day fever, at the time of going to press there being no less than three big grinds scheduled for the near future—the first at Frankfort-on-the-Main, starting October 27th; one at Berlin, on November 14th, and the third, an eight-day affair, dated December 1st, at Cologne.

Howard A. French, of Howard A. French & Co., of Baltimore, forgot all about motorcycles and bicycles and other things on the evening of October 18 when he observed the twelfth anniversary of his wedding. He had a few of his friends at his home and the celebration was a very quiet one. French is the agent for the Indian in Baltimore and Washington.—C. F. Y.

George Wiley, the little ex-messenger boy of Syracuse, N. Y., who has been giving such a good account of himself the past two years in the motor-paced game, sailed for Europe on Tuesday, the 24th inst., on the steamer Wyndham. Wiley will ride in Germany during the months of November and December and will then return to this country.

World's series baseball was not the only sport affected by the Elinor Glyn portion of rain in the East last week, for all of the week-end race meets also went over for another seven days. The meets postponed were Pottstown, Pa., to the 28th, and Guttenberg and Olympic Park, N. J., to the 29th. This is the second postponement of the two latter events.

Siren horns no longer are under the ban in Birmingham, Ala., and motorcyclists who have them are using them with fiendish glee when they see a policeman these days. Some time ago the police department put a taboo on the use of the horns. Since then, however, a new State automobile law permitting the use of sirens has become effective, and nullifies the police embargo.

Quite a few members of the Maryland M. C., of Baltimore, took a night off on October 18 and went down to the Ariel Boat Club, and for several hours indulged in the art of Terpsichore. The weather was not conducive to a fine attendance, but notwithstanding there was quite a crowd at the event. Later in the evening there were refreshments, and then back to the old grind again.—C. F. Y.

"The law must be enforced when motorcyclists who ride after dark neglect to have lighted lamps," said Judge Sheller, of Everett, Wash., to three motorcyclists arraigned before him for "failure to light up." "I don't see any excuse for it, do you?" inquired the court. "Not exactly," admitted one of the trio, "we had lamps, but we did not light them." "I fine you $5 each," said the court. They paid.

In the motorcyclist's list of apparel there is no one thing, probably, that is as short lived as gauntlets. Chafing on the grips and handlebars wears the thumbs through in a hundred-mile ride or so, as this member receives more of the friction than any of the fingers. A good way to prevent glove fingers from wearing through is to wrap some tape around them. It wears pretty good, is easily renewed, and protects the leather from chafing.

Rain on Sunday, the 15th inst., caused a postponement of the race meet at the Newark Velodrome. The same program will be run next Sunday. Eight races are on the card, with a three-cornered team match race as the headliner. Freddy Hill will be Champion Kramer's partner, Jackie Clark and Floyd Macfarland make up another "head-and-legs" combination, while Eddie Root and Joseph Fogler will, as usual, keep the crowd and the bunch guessing.

The purse of $1,000 hung up recently by the Diamant Bicycle Works, of Germany, and Franz Hoffman, the pacemaker, for a new paced hour record brought a promising rise out of Arthur Vanderstuyft when he made the attempt recently to better Guignard's mark of 63 miles, 189.8 yards. Vanderstuyft, in his trial at the big Munich track, according to foreign reports, slipped his pedal after having ridden 40 kilometers (25 miles) 18⅘ seconds faster than Guignard's time for the same distance.

The New South Wales Individual Championship under the auspices of the New South Wales Cyclists' Union, on September 2d, at Homebush, Australia, was won by S. Edworthy; second, D. Kirk; third, C. M. Cutcliffe. The winner's time for the distance, 40 miles, was 1:47:31. Time of the respective leaders for the intermediate distances was as follows: 10 miles, 25:07; 20 miles, 51:50; 30 miles, 1:19:02. Best previous performances: 20 miles, 55:43⅕; 30 miles, 1:17:41⅕; 40 miles, 1:42:40.

Under the auspices of the Great Neck Cycle Club there will be a cycle carnival on Election Day, November 7th. The carnival will be held on the athletic grounds at Great Neck, L. I. Four events for amateurs are on the card—half-mile open, one-mile handicap, miss-and-out and an Australian pursuit. The meet is under National Cycling Association sanction; entry blanks can be procured of and entries made with Dieges & Clust, 25 John street, New York City, or the committee, Edward J. Burke and Charles D. Uhl, Great Neck, L. I.

Everett Troop, Minneapolis (Minn.) Boy Scouts, has organized a mounted patrol on bicycles. The patrol consists of eight members. Its duties are to scour the neighboring country on bicycles, locating attractive camp sites, gathering information as to routes and laying out the regular Saturday hikes of the troop. The members of this bicycling patrol are Assistant Scoutmaster Charles Darnell, Edward Vos, Charles Leitz, Lowry Harrison, George Messing, Clifford Domning, Leo Naden and Eugene Galvan. Good luck to them.

Three Indianapolis riders, Nelson Hod-

gin, Fil S. Brown and Wm. Grepp, started on a cool weather motorcycle trip that should prove interesting as well as educational. The main points in their journey will be Chicago, Milwaukee and Aurora, and they will cover approximately 700 miles before they return home. It is their intention to visit the Indian branch and the Excelsior, Harley-Davidson and Thor factories. All three men are engaged in business and are taking the trip to get away from business cares They will be gone about ten days.—L. L. G.

With Jake DeRosier, the world's professional champion; Frank Hart, king of the amateurs; J. U. Constant, the 10-mile title holder; Ralph DePalma, credited with being the star of the auto drivers on mile dirt tracks, together with a big array of lesser lights, on hand, the biggest and best motorcycle card ever staged in or around New York will be put on at Guttenberg, N. J., on Sunday, 29th. The program has been expanded to include 10 events, and Walter Goerke's track record of 56 seconds will be attacked. There are whispers that Hart will spring a surprise by turning professional to get a chance at DeRosier.

Severe censure of the police of Sacramento, Cal., for not enforcing the light law, as a result of a collision between two lightless motorcycles which resulted in the death of one of the riders, has brought a protest from the chief of police that the criticism is unjust, as there is no law requiring motorcyclists to carry lights. He says that some time ago he called the attention of the board of trustees to the fact and drew up an ordinance, which he tried to have passed, but nothing more was heard of it. While the police are powerless to act, since the accident motorcyclists have been warned to carry lights.

While in training on the Parc des Princes track, Paris, on the 10th inst., Nathaniel Hawthorne Butler, America's veteran pace follower, met with a severe accident when the front forks of his motor-pacing machine broke and caused the machine to swerve up the bank. The machine ran into a table placed at the upper side of the track for the use of the officials; the pace-maker was thrown heavily across the table and escaped with a few bruises, while Butler collided with the fallen motorcycle and was catapulted entirely over the table, landing on his head on the track. He was seriously cut about the face and head, his nose and one ear receiving the most damage.

Reeling off the 200 laps without a stop, E. G. Baker, of Indianapolis, Ind., the long-distance specialist, won the 100-mile motorcycle race conducted by the Vincennes Motorcycle Club at the Knox County fair grounds on the 15th inst. from a field of seven starters, of whom but three finished. Baker's time was 2:23:37⅘. He rode an Indian "4." Second place went to a local favorite, V. O. Scantling, also on an Indian, who finished nearly six minutes behind the winner. Scantling made one stop for oil. William Johann was the other survivor. His time was 2:37:35, and he also stopped once. Mechanical troubles retired the others. First prize was a $65 gold watch. Baker had the race won before the start and led all the way. The track was half a mile.

Paul Guignard, the world's hour record holder, was returned the winner of the Grand Prize of Boulogne race at Parc des Princes track, Paris, on October 9th, after a grueling duel with Darragon. The distance was 80 kilometres, about 50 miles; the winner's time, 1:04:27⅕; second, Darragon; third, Seres; fourth, Bouhours; fifth, L. Didier; sixth, Huybrechts; seventh, Parent; eighth, Nat Butler. According to reports, the veteran American rode in exceedingly hard luck, having trouble with



YOUNG AMERICA AWHEEL

his pacing machine from the start, and through its misbehavior receiving a bad fall in the 20th lap. He changed machines twice, but was unable to overcome the big lead of his opponents, although the exhibition of pluck and gameness made the Yankee quite as popular with the spectators as the winner.

Ellis Diver, a motorcycle cop of South Bend (Ind.) has received a shock which it is feared will incapacitate him for duty for duty for many months. In passing, it may be remarked, the shock is one of a nervous nature, not physical. To be brief, Diver received a scurrilous note in which the writer expressed himself in no uncertain terms regarding the motorcycle squad of the South Bend police force. In consequence of this frank criticism and its accompanying near attempts at scornful utterances. Diver is at the point of a nervous collapse. Here is the note verbatim: "Mr. Diver: Dear Sir—The general opinion of two-thirds of the automobile owners is that you are an overgrown motorcycle cop. Be cheerful and speak to the owners just as you do to your friends. Be like the policemen of the big cities." After bravely wading through this missive to the end Diver hid his head in his hands and great, hot, scalding tears seeped through, pattering on the ground with loud thuds. His recovery is giving the police officials considerable worry.

Since women began to break into motorcycling prominently, which is of quite recent occurrence, some of them apparently have shown such a wonderful aptitude for and quick mastery of the sport as to lead an unsophisticated person to believe that the days of miracles again are with us. Here is a sample "miracle" as a reporter got it from a friend of a fair feminine motorcyclist: "Miss Blank is only 15 years old, but is as daring as any of the men riders on the track. Ever since she was big enough to be allowed near motorcycles she has shown a deep interest in them." And here's another: "Miss Dash has been riding motorcycles since she was 12 years old. In the four years she has been riding she has mastered the machines thoroughly and has no fear of trouble when alone on the road. In fact, she dismantles and reassembles her machine as handily as any man who ever conducted a motorcycle shop." Now isn't there some fair young motorcyclist somewhere who can persuade her parents to recall that she was born with a gold-plated spark plug in her hand, and preferred a carbureter as a rattle as against the old-fashioned dolls? Verily it is to scream, this "wizardry" of our amazons.

A Few "Don'ts" From One Who Knows.

The following "don'ts" for motorcyclists have been compiled by Fred H. Caley, ex-State Registrar of Motor Vehicles of Ohio. Mr. Caley has been prominent in motor circles over the country, and the following should prove of great value to the riders:

"Don't cross a railroad track anywhere, at any time, until you have strictly observed the injunction to stop, look and listen.

"Don't approach a curve or sharp turn unless your machine is under absolute control.

"Don't anticipate what the driver of the vehicle ahead of you might do; be prepared for any emergency.

"Don't drive in the middle of the street unless passing another vehicle.

"Don't cross an intersecting street unless you have the right of way.

"Don't take it for granted that everything and everybody will get out of the way when you sound the horn.

"Don't start on a trip without first making sure that the brakes are in perfect condition; a worn-out brake has been the cause of many fatal accidents.

"Don't imagine that you own all the road because you are the owner of a machine, some other people have rights that you are bound to respect.

"Don't argue the right of way with a railroad train, street car, load of stone, or a hay wagon. It requires patience sometimes, but it is the surer and safer policy in the end."—H. C. Q.

PERTINENT REMARKS ANENT THE OPEN MUFFLER

Motorcycle Clubs All Over the Country Hasten to Jump on the "No Cut-Out" Band Wagon—Fines and Expulsion Await the "Cut-Out" Fiend Who is a Member.

The campaign against the use of the cut-out by motorcyclists being carried on by the Bicycling World and Motorcycle Review is receiving the attention of all who are looking to the best interest of the sport in all parts of the world. The F. A. M. affiliated clubs throughout the country are generally adopting the resolutions suggested. The press in this country and abroad is heartily falling into line and endorsing the movement. Wherever the resolutions have been adopted the newspapers have generally published them in full with a double-column heading, and often endorsed the action in the editorial columns; thus the clubs are taking a step in the right direction by proving to the general public through the press that the great majority of motorcyclists are not noise fiends and nuisances, but law-abiding citizens, thoughtful of others' nerves and pleasures.

Dr. J. P. Thornley, chairman of the F. A. M. competition committee, in a letter to the Bicycling World, says:

"When I see a man going down the street with his muffler wide open, with the general air of 'please look at me and see what a wonderful piece of work I am,' I feel that he could not be punished by any known method of torture to such an extent as to make me pity him," says Dr. J. R. Thornley, chairman of the F. A. M. Competition Committee. "It is this breed of animal, a cross between a braying jackass and a laughing hyena, that should be made to suffer, and not the man who uses his open muffler judiciously and for the common safety of himself and the pedestrians. Were there such a thing as an absolutely silent motorcycle on the market I am inclined to think it would create more consternation, and more opposition, and do more damage than even the open muffler fiend.

"Where there is a great deal of noise and people are darting in and out, to quickly open and close the muffler is one of the surest ways of warning people of your approach. Moreover, you do not have to remove your hands from the handle bars for an instant to do it.

"In long rides in the open country in very hot weather there is a very noticeable difference in running a machine with the muffler open and with it closed.

"I think your idea of having manufacturers eliminate cut-outs on their machines is wrong in principle. It makes law-abiding and considerate men suffer for the shortcomings of an inconsiderate few. It really punishes the decent, intelligent man and lets the idiot off scott free.

"My idea of handling the thing is for the Federation of American Motorcyclists, through their Legal Department, to formulate an ordinance regulating the use of the muffler cut-out, restricting it absolutely in parks, parkways and other places of restricted traffic, but allowing it to be used within 100 feet of crossing, where traffic is congested, and street cars particularly are in operation.

"There is nothing more dangerous for the public at large and the motorcyclists than to trail behind a street car. People are continually getting off and on, and every time this occurs some one is liable to be hurt. To pass street cars noiselessly is even more dangerous. Some one with the usual lack of sense is liable to jump off the front platform without looking, or seeing where he is going to land, or giving anyone the slightest warning. If the motorcyclist is coming up noiselessly, trying to pass out of the danger zone, he is just as likely as not to hit such a passenger, and more than probably be thrown under the wheels of the car. The only way the dormant intellect of passengers such as this can be reached is through their ears, because it requires no effort on their part to hear, while it does require some effort to look where they are going.

"I do not believe that sirens would help the matter at all. The continual tooting of a horn in all probability would not be heard. You have either got to make a good big noise in passing a street car, or simply refuse to ride on streets where street cars are operated.

"I believe that some such ordinance as this, if recommended by the Federation of American Motorcyclists, would be unanimously adopted all over the country, and if a good stiff fine was recommended as a punishment I am inclined to think that the open muffler nuisance would be very promptly a thing of the past.

"I always hate to disagree with a man the least bit who is working in the right direction for the good of the game. I feel convinced that your plan alone would not accomplish the desired result, and with the adoption of my plan the desired result would be accomplished, and your scheme would not be necessary.

"Furthermore, I think it would be easier to get such ordinance adopted in the majority of cities of the country, than it would be to get the manufacturers together and have them agree unanimously not to manufacture and equip their machines with muffler cut-outs. If one single manufacturer refused to do this, all the others would have to fall in line with him or he would have a distinct selling advantage over the others."

The resolutions condemning the use of muffler cut-out, particularly in city streets, suggested by the B. W. and M. R., with an article added against the practice of "tank riding," were adopted by the Fulton County Motorcycle Club, of Gloversville, N. Y., at its last meeting, and the evening papers of Gloversville published them in full. There was a large attendance, with President R. D. Boyd in the chair. The resolutions are practically identical with those adopted by the F. A. M. New England district meeting at Providence, R. I., this month.

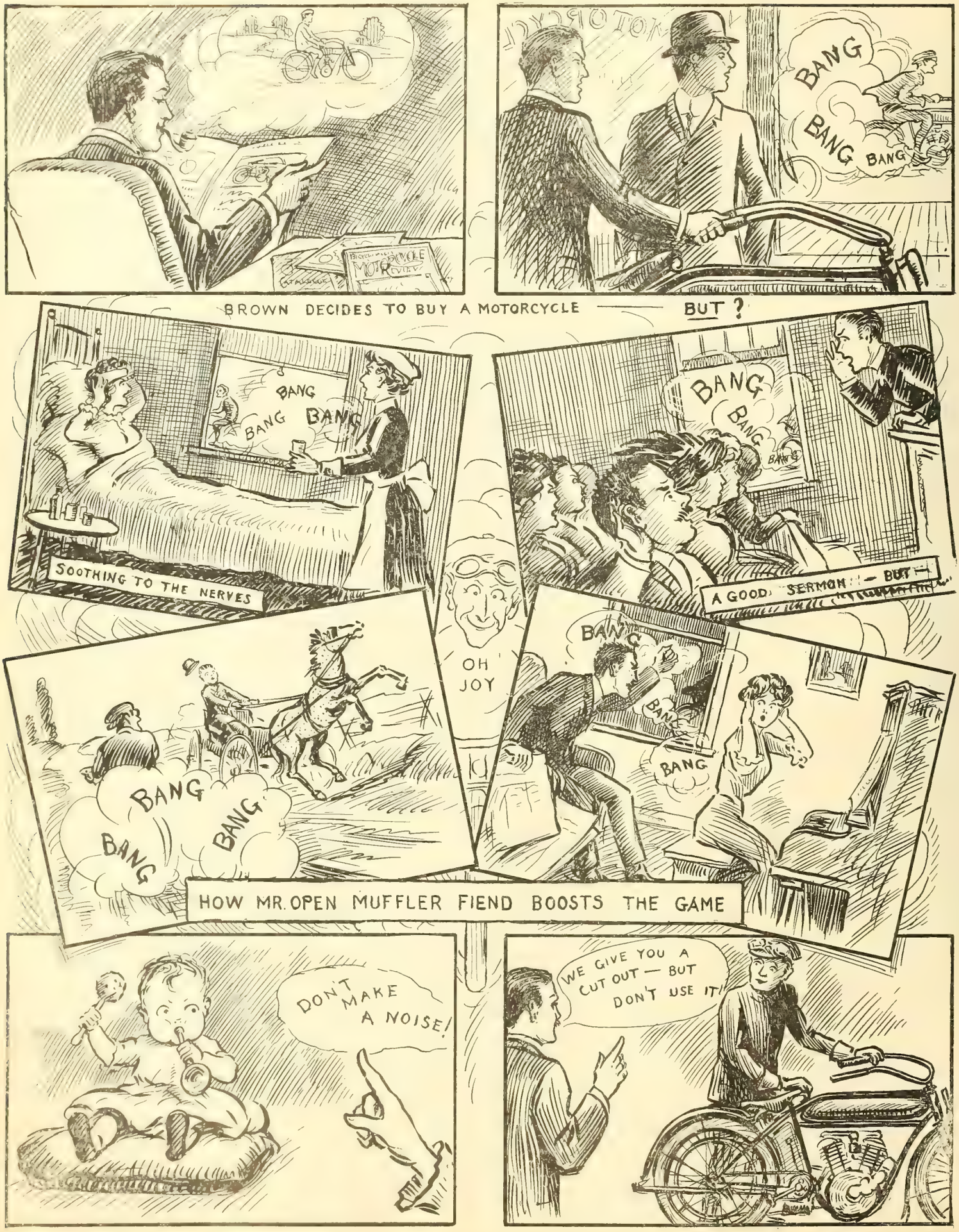
The Miami (Fla.) Motorcycle Club adopted the resolutions at its meeting on the 18th inst., and added an article requiring the members whose machines were not already equipped with mufflers to have them attached by November 1st, and, failing to do so, placing them liable to the following penalties: "First offense, to be reprimanded by the club; second offense, to be fined one dollar; third and each additional offense thereafter, fine to be doubled each time or dismissal from the club.

The campaign was thoroughly discussed at the last meeting of the Bridgeport (Conn.) Motorcycle Club, and every member present spoke in favor of it. As there is an excellent law in the State of Connecticut against the open muffler, there was no need for further action in the matter, but a motion strongly endorsing the campaign was unanimously carried.

The Harlem Motorcycle Club, of New York, jumped on the popular "no cut-out band wagon" at its meeting on the 21st inst. and adopted the resolutions unanimously calling for a fine of one dollar for the first offense and dismissal from membership for the second.

The resolutions calling for a fine on any member using the cut-out for the first offense and dismissal on a repetition were adopted by the Davenport (Ia.) Motorcycle Club at its meeting on the 19th inst.

The Dubuque Motorcycle Club, of Dubuque, Ia., adopted the resolutions against the cut-out unanimously at the regular meeting of the club held on the 9th inst.


BANG
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BROWN DECIDES TO BUY A MOTORCYCLE —— BUT ?
BANG
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SOOTHING TO THE NERVES
BANG
BANG
A GOOD SERMON — BUT —
OH JOY
BANG
BANG
BANG
BANG
BANG
HOW MR. OPEN MUFFLER FIEND BOOSTS THE GAME
DON'T MAKE A NOISE!
WE GIVE YOU A CUT OUT — BUT DON'T USE IT!

Up to the Minute F. A. M. and Club News



The newly organized Coshocton (O.) Motorcycle Club has fitted up cosy quarters over Thompson's clothing store. The club has 18 members, and is out to show a big growth before the riding season closes.

Muskegon, Mich., motorcyclists have organized a society for the agitation of the good roads movement, and will lend aid to the county board of supervisors in its campaign for better highways. H. C. Wright is president and Fay Meeker secretary of the new organization.

Chicken supper followed by piano selections and singing was the way in which a merry evening was spent by 14 members of the Berks County Motorcycle Club, of Reading, Pa., on the 11th inst. The festivities occurred at the Spring Valley Hotel, a favorite resort of local motorcyclists.

For the second successive time the reliability run of the Detroit (Mich.) Motorcycle Club to Grand Rapids and return, scheduled for the 15th, was held up on account of rain. It probably will be abandoned for the year. It originally was booked for the 8th, but the weather man interfered.

With over 75 machines in line the Reading (Pa.) Motorcycle Club held a parade through the principal streets on the 13th inst. to advertise its race meet the next day. A motorcycle officer and buglers headed the line, and red fire was burned promiscuously along the route. Crowds were attracted by the unusual procession of "night riders."

At its regular meeting on the 24th inst. the Invincible Motorcycle Club, of Brooklyn, N. Y., voted to give a theater party and supper on November 17. The club will occupy a box at the Orpheum, and later adjourn to the Hof Brau for the dining part of the program. The party is limited to 40 and friends and members are eligible to attend. It is not a money-making affair, but strictly a social gathering.

An old-fashioned rabbit dinner was enjoyed by the Poughkeepsie (N. Y.) Motorcycle Club and friends at the hunting lodge of R. H. Wood at Rochdale on the 15th inst. After the eating party the motorcyclists went for a sail up a creek in canoes and rowboats. Of course the inevitable upset occurred, Harry English taking an involuntary bath. About 17 were present as guests of the host, who is a member of the club.

Invitations to participate in an oyster dinner proved a powerful magnet in attracting a big turnout of the Camden (N. J.) Motorcycle Club, their friends, and some Philadelphia brethren, to Port Norris, on the Jersey coast, on Sunday, 15th inst. A brother of one of the motorcyclists was the host. After the "feed" the riders enjoyed a boat ride on the Mauria river, and had their photograph taken. On the return trip the roads were in bad shape following a heavy morning rain, but all returned safely, reporting a good time.

At the annual election of officers of the Bridgeport (Conn.) Motorcycle Club, held on the 17th inst., the following were chosen for the ensuing year: Thomas Buchanan, president; Samuel Lyons, vice-president; Fay Stevens, treasurer; C. R. Dosch, secretary. The executive committee includes the four officers and the following members: O. E. King, Ed. Booth and Ed. Kitchen. The club has been increasing in membership very rapidly during the past year, and although it was but recently that new and larger quarters were secured, still larger quarters are now being considered.

Balloting in their half-finished new club rooms, the Columbus (O.) Motorcycle Club held its annual election of officers on the 11th inst. with the following result: Dr. P. M. Sarver, president; Charles F. Webster, vice-president; N. B. Redden, recording secretary; G. H. Bangham, financial secretary and treasurer. Trustees—P. I. Haynes, G. H. Bangham, W. H. Snyder, three years; Dr. P. M. Sarver, Phil Vogel, two years; W. H. Mathews, Grant Lees, one year. Over 50 members were present, making one of the largest and most enthusiastic gatherings ever held by the club. The new quarters will be ready by November 1. This is the club that is bidding for the 1912 F. A. M. meet.

The Harlem Motorcycle Club is to have another ball this winter, and the expenses for same have already been fully subscribed by the members and a special fund of $150 has been put aside for this purpose. The same procedure took place last year, and the affair was a success both from a social standpoint and financially. A committee consisting of D. J. Willis, J. Gold and Gus Rotholz has been appointed to make arrangements for some hall, and preference is to be given to Saturday, January 6, or Saturday, January 13, 1912, which will be at the time of the New York show, allowing the out-of-town manufacturers to attend. Handsome souvenir medals will be given to the guests and Wennstroem's band of ten pieces has been engaged.

At the meeting of the Davenport (Ia.) Motorcycle Club, held on the 19th inst., Dr. C. M. Stephens and John D. Kuehl were elected to serve on the board of directors, and the organization of the club is now complete.

All members of the club are taking an interest in the selection of suitable colors, to design a pennant for use when riding on club runs, etc., the member presenting the accepted design will receive a pennant free for his trouble.

The entertainment committee is making arrangements for a supper and entertainment to be held, at which the membership committee hopes to get busy and round up the balance of the riders in town and have them join the F. A. M. and receive the benefits derived therefrom

Bearing out its promise to be one of the "live ones," the Lockport (N. Y.) Motorcycle Club has affiliated with the F. A. M. Its number is 203.

Giving tangible evidence that he is a real worker, George B. Carroll, recently appointed F. A. M. county commissioner for S. Monroe County, N. Y., is "doing things." In addition to organizing his county, he is developing an F. A. M. club for Monroe.

G. H. Brown, Hoosatonic, Mass., has imbibed from the chairman's fountain of knowledge and become enthusiastic for the F. A. M. He hopes to show results with an F. A. M. club.

Since D. C. Crooks, Galveston, Tex., the new F. A. M. state commissioner, took the trail there is no peace for county commissioners who are "asleep at the switch." He is running the gauge on the F. A. M. boilers up to the blow-off point.

Here are greetings to the new Richmond County Motorcycle Club, of Port Richmond, N. Y. Charles R. Heide, the founder,



THE INDIANA MOTORCYCLE CLUB OF INDIANAPOLIS—"IN THE GOOD OLD SUMMER TIME"

was rewarded with the presidency. Affiliation papers have been sent to the club, and it will fill them out soon.

Join the "live ones" by affiliating, says the chairman to the new Wassacucon (Mass.) Motorcycle Club. Will the invitation go begging?

F. R. Jenkins, Des Moines, Ia., F. A. M. state commissioner for Iowa, is a dealer, and offers free storage to all riders of the machine he handles. He has a nice cement garage that has earned the right to flaunt one of the F. A. M. repair shop signs.

No More Open Mufflers in Savannah.

Savannah, Ga., Oct. 27.—With the end of the open muffler on Saturday last, the Savannah Police Department has come out in a big story in the newspapers of this city telling the motorcycle and automobile drivers that if they are caught after Saturday a fine of from $5 to $50 will be imposed upon them. Several months ago the Savannah Motorcycle Club passed at its meeting a resolution to present to the city council a draft of an ordinance making it unlawful to ride through the streets with an open muffler. This passed the council the first time presented but was never forced upon the public before. When the Savannah Motorcycle Club presented this resolution to the council the Savannah Automobile Club did the same thing. Both of these clubs are looked upon throughout the South as the largest of their kind, and of course, now that the open muffler fiends will have to vacate this city, other cities in the South will no doubt follow.—O. A. M.

Klebes Wins Thrice at Reading.

Reading, Pa., doesn't have a motorcycle race meet very often, but when it does it usually puts on a pretty good one. That was the sort of a speedfest the Reading Motorcycle Club staged at the fair grounds on Saturday, 14th inst. While honors were passed around pretty evenly, Harry Klebes, of Philadelphia, was the star, capturing the feature event, the half-hour race, and a 10-mile open.

Ten started in the half-hour grind with Constant setting the pace. He soon developed engine trouble and fell back. Then Klebes went in front and stayed there to the end. He covered 23½ miles, beating Williams by half a mile. Stoudt was third and Constant fourth. Constant captured a 10-mile open by pretty riding, but lost to Stoudt in the time trials. Thomas Dedge, of Washington, topped the private owners, and Arthur Bruderick graduated from the novices.

There were several mishaps. Constant had four falls, but escaped unhurt each time. At the finish of the half-hour race the spectators rushed on the track to hear the announcements, and after several narrow escapes one of them, William Obenhausen, was struck by Thomas Dedge. Both men were "laid out" and were taken to a hospital. Stoudt has been suspended indefinitely for competing while already ineligible by having competed at an unsanctioned meet in Toronto. Stoudt claimed that he had permission to ride at Toronto, and was eligible to ride at Reading, and the referee accepted his statement. His case has been put before the competition committee, and as he had not received permission to ride at Toronto and made a false statement at Reading it is likely to go hard with him. Attendance, 5,000. Summary:

Five mile novice—Won by A. E. Bruderick (Indian); second, Samuel Nye (Indian); third, Milton Reese (R-S). Time, 7:08.

Ten mile private owners—Won by T. R. Dedge (Indian); second, Milton Reese (R-S); third, J. A. Harper (R-S). Time, 14:16⅗.

Ten mile trade riders—Won by H. Klebes (Indian); second, W. Stoudt (R-S); third, H. C. Becker (R-S). Time, 12:42.

Ten mile trade riders—Won by J. U. Constant (Indian); second, H. Klebes (Indian); third, W. Stoudt (R-S). Time, 13:07.

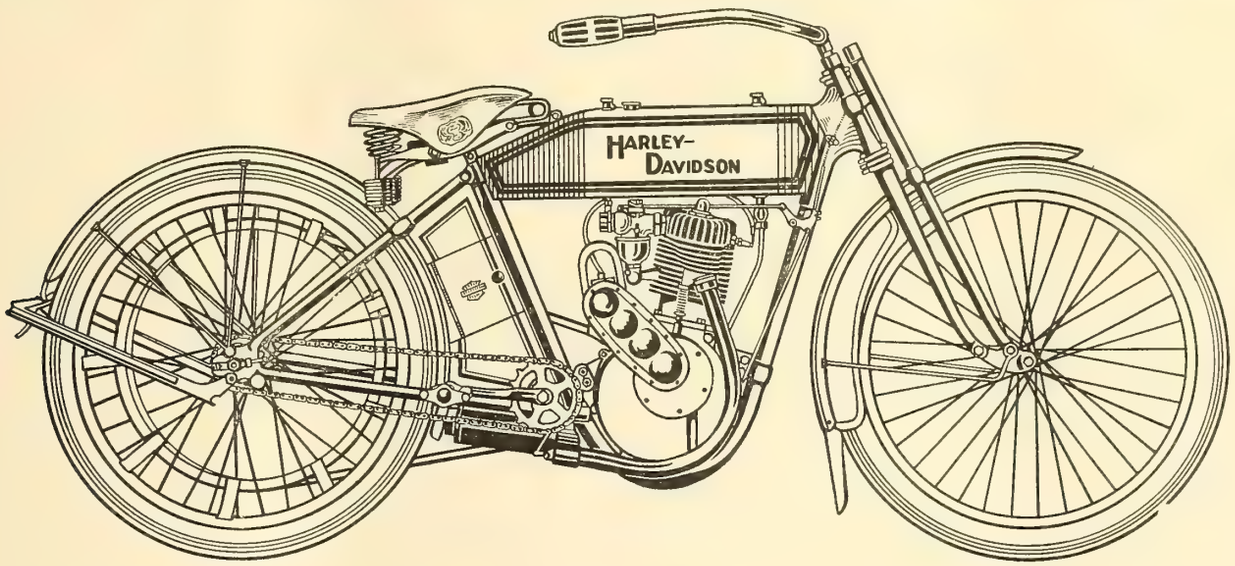
Half hour open, trade riders—Won by H. Klebes (Indian), distance 23½ miles; second, H. B. Williams (Indian), 23 miles; third, W. Stoudt (R-S), 22½ miles; fourth, J. U. Constant (Indian), 22 miles.

Mile time trials—Won by W. Stoudt (R-S), time 1:13; second, J. U. Constant (Indian), time 1:13⅘.

Handy Log Book for Tourists.

Motorcyclists who desire to keep records of their mileage, running expenses and other items incidental to touring or average running will find handy for the purpose the "Motorcyclists' Log Book," made up for free distribution by the Eclipse Machine Co., Elmira, N. Y. The book will be mailed to any motorcyclist on receipt of name, address and make of machine, and can be exchanged when filled for a new one.

What has been done, not what may be done, is what counts



ANY motorcycle manufacturer or salesman can tell a dealer that he will sell more motorcycles of the particular make he represents, than of any other.

BUT talk is cheap. What the dealer really wants to know is which machine WILL sell and the best way to find this out is to look up the records of dealers who have been successful in the motorcycle business, and learn what machine they sold. The fact of the matter is, most dealers know that the Harley-Davidson is the best seller, whether they are enjoying those sales themselves or whether it's their biggest competitor who has the agency.

Now, when a salesman representing some motorcycle other than the Harley-Davidson makes exaggerated statements about how big a demand there is going to be for such and such a motorcycle, the dealer naturally discounts those statements and also discounts in like manner all the other statements that that salesman makes.

Harley-Davidson salesmen don't have to make predictions—they can point to past records.

Down in Louisville the Harley-Davidson dealer sold more machines than all the other dealers in town put together. In fact, he sold nearly ten times as many as three of his competitors.

But the success of Harley-Davidson dealers has not been confined to the large cities by any means. In and around the little town of Danville, Kansas, which the census credits with but 200 population, there are 54 Harley-Davidsons, all of them sold by our dealer there this year. The chances are great that you could count the number of machines there of other makes on one hand.

In Piedmont, Okla., motorcycles are looked upon as something new. Yet there are 14 of them there, 12 of these Harley-Davidsons, all sold this year, and Uncle Sam only credits Piedmont with something over 400 inhabitants.

Down in Fremont, a little town in Ohio. our dealer, a new man in the motorcycle business, has sold ten Harley-Davidsons in about two months.

Down in South Carolina Harley-Davidsons are everywhere. In fact, one dealer in Greenwood, S. C., has made the statement that two-thirds of all the machines sold there are Harley-Davidsons. At any rate, the Harley-Davidson dealers in that section are more than getting their share of the business.

Harley-Davidson Motor Co., 123 C St., Milwaukee, Wis.

MIHLON PLANS ALL-YEAR RACING

Aims to Provide Cycle Speed Saucer in the South for Winter Months—Signing Up Riders.

Plans are now under consideration by Frank Mihlon and his associate and manager of the Newark Velodrome, John M. Chapman, whereby, if consummated, professional bicycle racing will be placed on a much more attractive basis for the riders than heretofore in this country.

Mihlon's idea is to provide winter as well as summer racing for the cyclists who, up to the present time, have been riding only during the summer months at Newark, Providence, Boston, Salt Lake City and Denver and the annual Madison Square grind. The venture in prospect is the building of a track in either New Orleans, La., or Jacksonville, Fla.

Chapman will start South in a few days to size up the situation, and upon his decision, work will be started so that the track will be ready for operation about December 24. It is planned to have a Southern season of about four months, the riders returning to the Northern circuit in April.

The proposition calls for an investment of about $10,000. The track will be either six or eight laps, depending upon the location. It is practically assured that the track will be built, as one of the principal stipulations made by the promoters was that the riders sign an agreement to ride only for actual prize money and that no demand be made for bonuses; to this fourteen have assented and at least five more are considering the matter favorably.

Those already signed are: E. A. Pye, Charley Stein, Pete Drobach, Fred Hill, "Brownie" Carslake, Albert Crebs, "Jumbo" Wells, Ernest Jokus, Saxon Williams, "Pedlar" Palmer, William Morton, Percy Lawrence, Clarence Carmen and Elmer Collins. Others who in all probability will sign in the near future are: Al Halstead, Bedell Brothers, Walter DeMara and Chris Schiller. Eddie Root and Joe Fogler are dickering on an engagement to ride in some of the German six-day races, and if not closed they will also sign for the Southern track.

The construction of this track and the maintenance of regular race meets will undoubtedly mean much to the sport and business, as it will obviate the necessity of the riders taking in the European trip, and will give a decided impetus to the business locally, as has been abundantly proven in Newark and elsewhere.

Elmer Collins, America's premier pace-follower, has a contract to ride in Europe during the latter part of December and early January; he will sail immediately after the finish of the New York six-day race, and upon his return will be seen on the new Southern track.

Minneapolis Contest Drowned in Mud.

Drowned out by rain and stalled by roads that were under water for miles, the 16 contestants in the 500 mile endurance contest of the Minneapolis (Minn.) Motorcycle Club, which finally started from that city on Friday, 13th—note carefully the date and then reflect—after four postponements, gave up the fight on the afternoon of the first day. When the water and mud knocked out the mechanical plants right and left, and the few machines that survived were stalled by the roads, the referee called the contest off for good and took the riders aboard his car to the nearest town, Freeport, five miles away. They left their machines at a farmhouse and shipped them home next day, returning themselves by train. C. C. Gould, on a Thor IV, refused to quit when the run was called off, and made Freeport that night. The next day he likewise refused to ship his machine, and rode back to Minneapolis over the fearful roads. The struggle was terrific but Gould won out. Things went well with the contest until about 5 o'clock in the afternoon, Friday, when, between Albany and Freeport, a rainstorm broke. Then was staged a repetition of the famous mud party in the 1910 national endurance run.

STRAIGHT FACTS TO REMEMBER

Essential Points Concerning F. A. M. Contests and So-called "Records"—Words of Warning.

Until further notice be it known that—

THERE ARE NO "WORLD'S MOTORCYCLE RECORDS" — No records are recognized outside of the country in which they are made.

THERE ARE NO "WORLD'S DIRT TRACK MOTORCYCLE RECORDS"—The only real and accepted records are those made in the fastest time, regardless of track.

THERE ARE NO "SINGLE CYLINDER" — "BELT DRIVE" — "CHAIN DRIVE" — "TWIN CYLINDER" OR OTHER MOTORCYCLE "CLASS RECORDS"—The only constructional factor having bearing on the legitimacy of a record is piston displacement.

THE "TUILLERIES" TRACK AT DENVER, COLO., IS "SHORT"—It is the only "short" motorcycle track in the country, and all claims or statements of "records" made on it are false and misleading.

NO WOMAN IS ELIGIBLE TO COMPETE AS A CONTESTANT IN ANY CONTEST SANCTIONED BY THE F. A. M.—They may participate in road events as non-contestants.

MEMBERS OF THE F. A. M. ARE FORBIDDEN TO COMPETE IN ANY FOREIGN CONTEST WITHOUT FIRST SECURING PERMISSION FROM THE CHAIRMAN OF THE COMPETITION COMMITTEE.

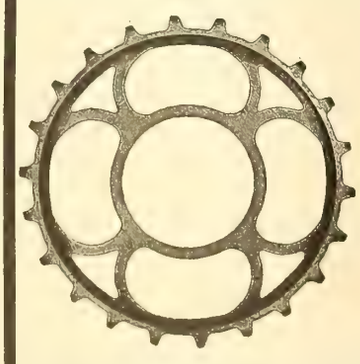
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"Enclosed find renewal for my subscription. Am well pleased with the Bicycling World and Motorcycle Review. Can't do without it."—Burt Foote, Anna O.

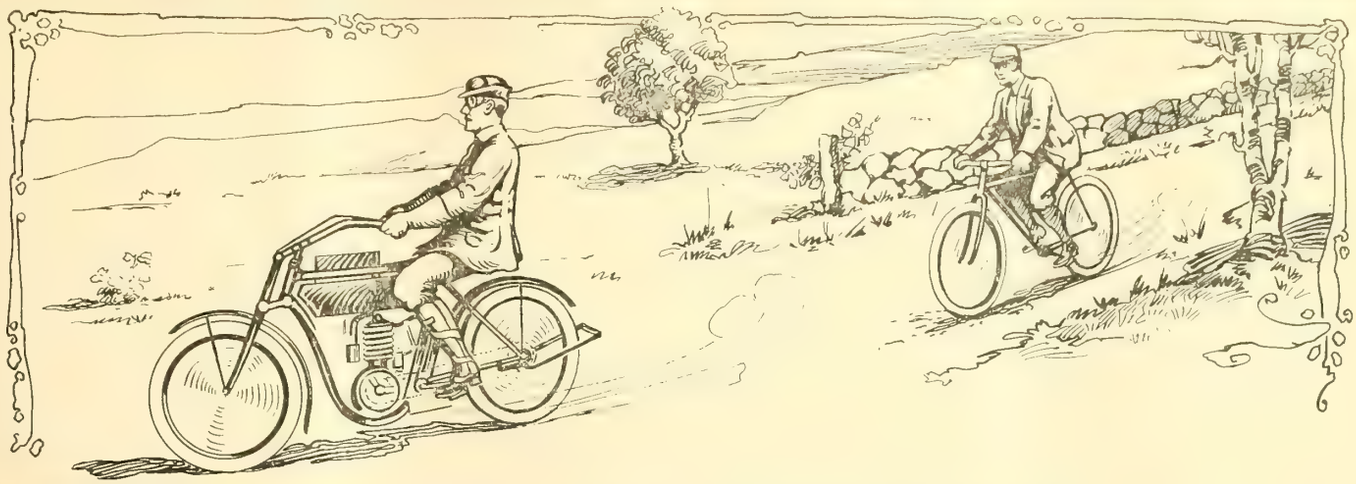
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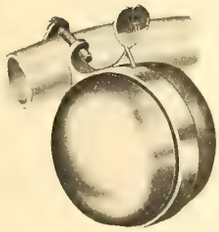
NEW DEPARTURES

For 1912

Improved coaster brake for bicycles.
Improved coaster brake for motorcycles.
Improved bicycle bells.
Improved knock-out axle motorcycle front hub.



Front hub for bicycles and motorcycles.

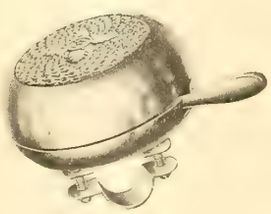




Plain rear hub for bicycles.
New Departure cyclometer.
Security cyclometer.

"Perfection" trouser guard.
"New Departure" trouser guard.
New Departure lubricant.



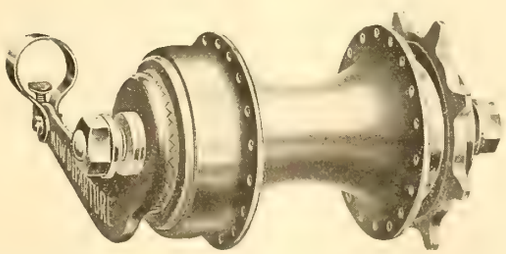


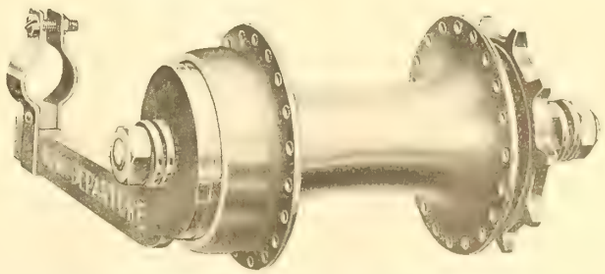
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.

THE NEW DEPARTURE MANUFACTURING CO.

COASTER BRAKE LICENSORS

Bristol, Conn.

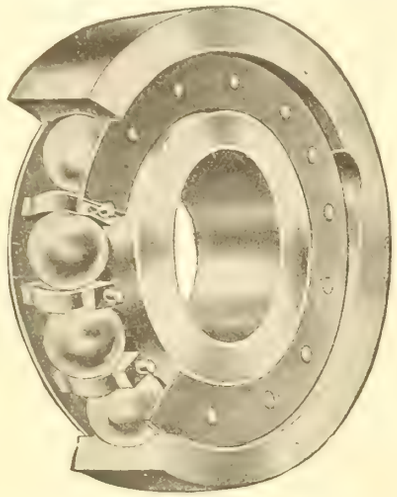




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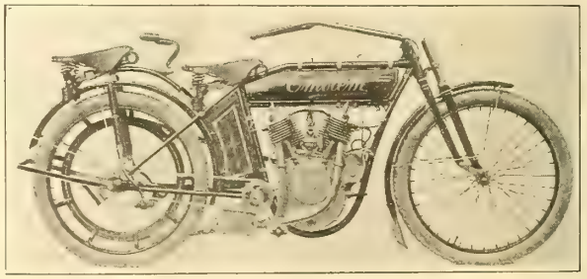
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BARTHEL, DALY & MILLER, 42 Broadway, New York

A CLEAN SWEEP FOR THE

Emblem

The 1912 EMBLEM Is a Dandy



At the Springfield (O.) race meet on Labor Day the Speedy Emblem made a clean sweep, winning every event entered. Let the summaries tell the story:

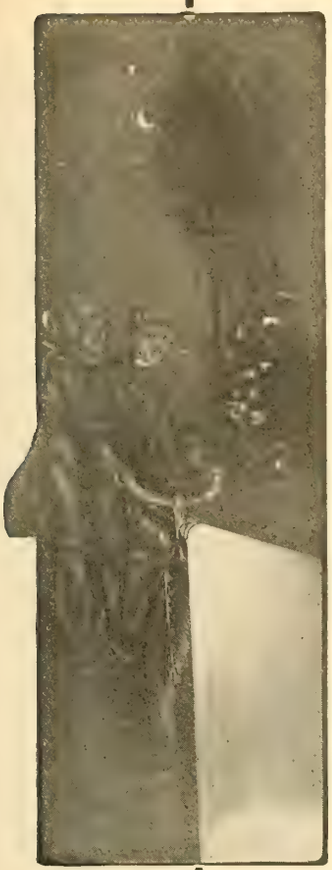
FIRST IN EVERY EVENT

Three miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Five miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first.
Six miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Eight miles trade riders, 50 cu. in.—George Evans, Emblem, first.
Three miles trade riders, second event, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Fifteen miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first; George Evans, Emblem, second.

IF YOU ARE OPEN TO AN AGENCY PROPOSITION BETTER WRITE TODAY. WE ARE MAKING DELIVERIES NOW

EMBLEM MANUFACTURING CO., Angola, Erie Co., New York

Member Motorcycle Manufacturers' Association



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co.

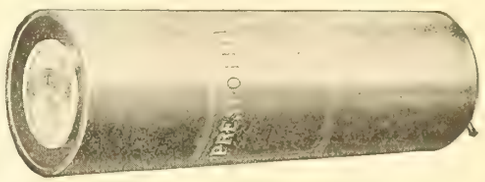
245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10** Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

PITTSFIELD

Motorcycle Spark Coils

Unaffected by Heat or Strain

CAREFULLY wound by specially designed machines, Pittsfield Spark coils never short circuit. The insulation is wonderfully effective, being a solid compound that holds the entire coil together in one solid mass.

These coils are unaffected by vibration and are absolutely moisture proof. They cannot run hot. They are the longest lived and most satisfactory motorcycle coils ever designed. May we send you catalog describing them?

PITTSFIELD SPARK COIL COMPANY

Dalton, Mass.

SALES REPRESENTATIVES—* New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42nd St., New York City. * Central States, Brown & Caine, 1517 Michigan Ave., Chicago, Ill. * Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco, Los Angeles and Fresno, Cal.; Seattle and Spokane, Wash.; Portland, Ore. * Canada, Russell Motor Car Co., West Toronto, Canada. * Full line carried.



Every motorcycle should be equipped with Pittsfield Jewel Mica Spark Plugs.

Getting directly to the facts, so that you can judge for yourself, the 1912 HAVERFORD "BIG FOUR" at $175 has the following features:

THE MOTOR is "long stroke," in accordance with the most advanced motorcycle practice. It is 3¼-inch bore by 4-inch stroke, and develops more than a full 4 horsepower. It is roller bearing and has an aluminum crank case. It is vertically mounted and in every way accessible.

IGNITION is by Bosch high tension magneto, the most expensive and the most satisfactory magneto that is obtainable.

CARBURETER is the Schebler Model "H," the Schebler being the type of carbureter used on the most powerful automobiles. The Model "H" has been shown to be as perfect a motorcycle carbureter as can be obtained.

TRANSMISSION is by flat, double-thick, endless leather belt, 1¾ inch wide, with spring tension hand-operated idler, having ball bearing belt pulley.

SPRING FORK has leaf spring suspension, the most popular and comfortable suspension ever devised for motorcycles. The fork itself is of the truss pattern, insuring maximum strength. Four leaf springs are provided, with new clip to prevent rebound breakage.

SADDLE is the Persons "Champion." The Persons reputation in saddle making is well known, and the "Champion" model is the Persons biggest and best.

WHEELS are 28 inches in diameter.

TIRES are 28 x 2½ inch, studded tread.

CONTROL is from the handlebar grips through levers; right side is throttle, left side is spark. The handlebar has 3-inch rise and 14-inch back sweep, and has Rough Rider long rubber grips.

GASOLINE CAPACITY, 1½ gallons.

OIL CAPACITY, 1½ quarts.

LUBRICATION by force feed pump.

GUARDS, three sections, extra wide, enameled; detachable at the rear; leather splasher flap on the front.

STAND is attached to rear jaws. Swings up and latches automatically when not in use.

WHEELBASE, 54 inches.

GEAR RATIO, 5 to 1 with flat belt.

WEIGHT, 160 pounds.

TOOLS include pump, wrench, screwdriver and tire repair outfit contained in metal tool box.

FINISH, Royal Blue.

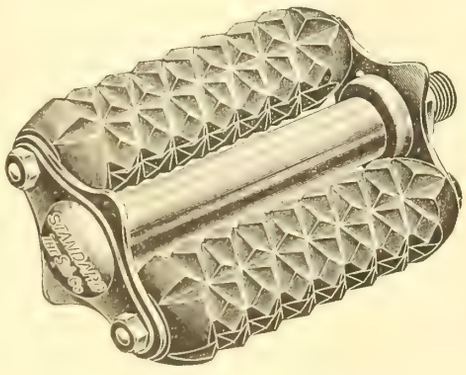
SPEED, 5 to 55 miles per hour.

PRICE, $175.

Prompt action is what will best serve in getting the agency for the HAVERFORD "BIG FOUR" in any given territory. We are closing the 1912 agencies now, and we are commencing deliveries now. Furthermore, we are protecting every one of our agents on deliveries, and we will take no more agents' contracts than we can fulfill.

THE HAVERFORD CYCLE CO., 825-827-829 Arch St., Philadelphia, Pa.

BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.



Our products for the cycle trade include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

"Auxiliary Saddles"

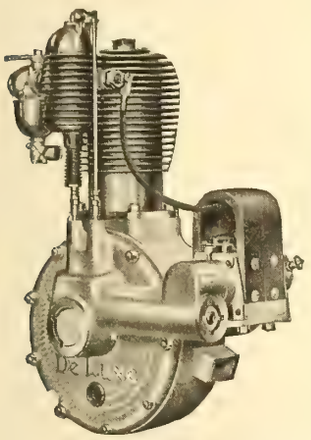
The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

No. 3 STANDARD MOTORCYCLE PEDAL

Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

THE STANDARD COMPANY, Torrington, Conn.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

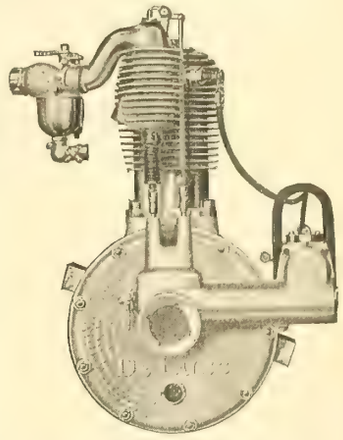
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — Five H. P. Single Cylinder
Seven H. P. Twin Cylinder — Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.



The F. W. Spacke Machine Co.
INDIANAPOLIS, IND., U. S. A.

The Greatest Mileage



can only be obtained by the use of materials which will resist the most wear. Through our untiring efforts to produce nothing but the best and our years of experience in chain making

"WHITNEY" MOTORCYCLE CHAINS



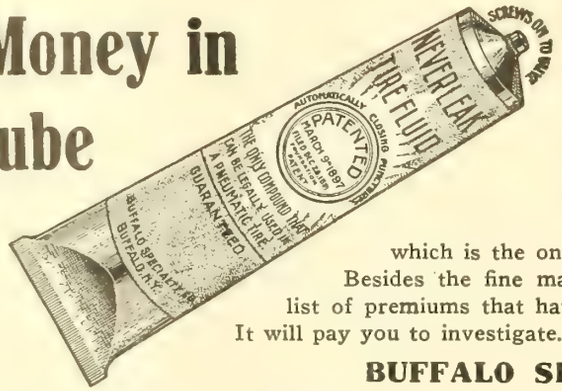
have gained a remarkable reputation for their strength, accuracy, and wearing qualities.

If you've never tried a "Whitney" chain get one when your chain is worn out. Compare results. We know you'll be pleased.

"Whitney" Chains Are Built for Strains

THE WHITNEY MFG. COMPANY, Hartford, Conn.

Real Money in This Tube for You



YOU are actually losing money if your stock of bicycle supplies does not include NEVERLEAK, the wonderful Tire Fluid that automatically heals punctures on the run without the rider having to dismount. Thousands of dealers are making big money handling

NEVERLEAK TIRE FLUID

which is the only legalized tire fluid sold to-day.

Besides the fine margin of profit that NEVERLEAK pays there is also a big list of premiums that have value written all over them.

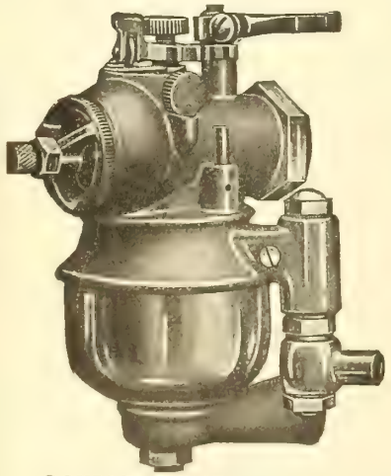
It will pay you to investigate. See your jobber about it, or write us direct.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

HEITGER

Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



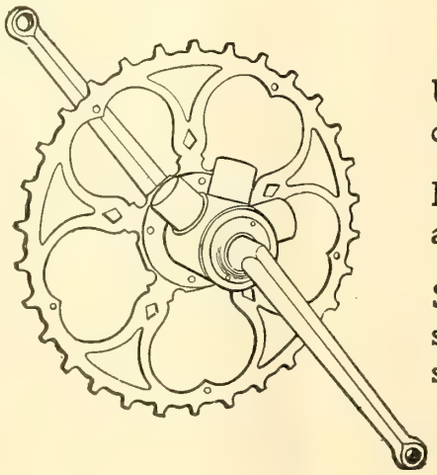
DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.

Catalogs now ready.

HEITGER CARBURETER COMPANY
1160 Beecher Street
INDIANAPOLIS, IND.

FAUBER HANGERS



Used wherever quality is found.

Known as well as the bicycle.

Supplied in standard and special sizes.

Great Western Mfg. Co., La Porte Indiana

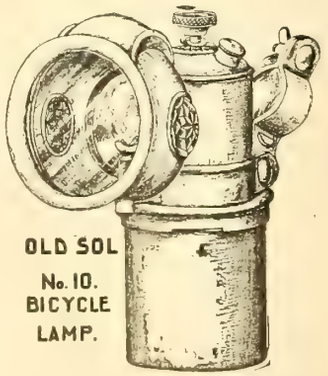
Makers of CROWN, ADLAKE and CYRUS BICYCLES and FAUBER HANGERS

KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
Racine, Wis.



"OLD SOL"

The New Bicycle Lamp

LIST PRICE

$2.50

Complete with Bracket

HAWTHORNE MFG. COMPANY, Inc.
BRIDGEPORT, CONN.



You don't need to be weighted on, if you ride

THE FLYING MERKEL

Being the only motorcycle with a Spring Frame and Spring Fork, all bumping, jarring and engine vibration are eliminated and you can comfortably ride over the roughest of roads. Send now for catalog "D" describing "the world's most comfortable motorcycle." How about an agency?

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

California Distributors,
THE APPEAL MFG. & JOBBING CO., Los Angeles

The fastest 100 miles on a dirt track

An Indian—**Bosch-Equipped of course**—ridden by Joe Baribeau covered 100 miles on the Kirkfield (Can.) oval in 100 minutes, 14 3-5 seconds, including two stops for gas.

The **real** 100-Mile Record is a Bosch Record, too.

For 1912
For Efficiency For Reliability
Specify Bosch

Bosch Magneto Company, New York

Reliance

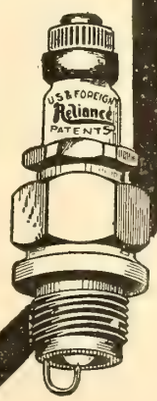
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SPARK PLUGS

Sparks in Water

Take less battery power than any other plug.
Are absolutely proof against soot in any form. Dirty motors won't affect them. Patented electrical action destroys soot fast as deposited.
Carbon does not affect them. No cylinder knock means longer life to your motor.
Gives HOT concentrated spark. Means more power—greater fuel economy.
Reliance porcelain stands fifty to ONE HUNDRED per cent. greater voltage than any other.
Reliance plugs are positively and unconditionally guaranteed to satisfy.
Try Reliance plugs. Regular type, $1.00; Magneto type, $1.25. Sent prepaid on receipt of price if dealer can't supply. Write for our great book, "Ignition and Spark Plug Talk"—tells all ignition secrets; makes you master of your ignition system. Pocket size—convenient to carry. Sent free.

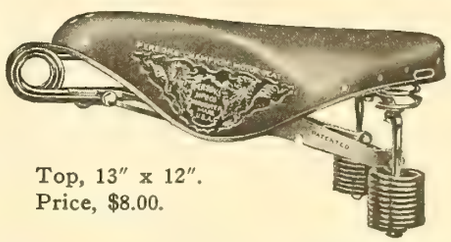
Regular Type $1.00



JEFFERY-DEWITT CO.
71 Butler Ave. DETROIT, MICH.
Armand Frey & Co., Berlin, Germany
Agents for Continental Europe

"Pride Before Profit;

Quality First and Price Afterward"
Has Long Been the Persons' Policy.



Top, 13" x 12".
Price, $8.00.

PERSONS CHAMPION

is not found on the Cheapest, but on the BEST MOTORCYCLES MADE.

Our 1912 model is one inch shorter and one inch wider than the 1911. One of these Champions is good to outwear three of the Imitation Makes, yet they cost but little more. Non-stretchable oak-tanned steer-hide tops, accurately machined, unbreakable steel forgings; oil-tempered springs and craftsmanlike workmanship combine in the finest motorcycle saddle in the market. Proof of this is found in its equipment without charge by the Leading Motorcycle Makers.

Send for 1912 Catalogue.

THE PERSONS MANUFACTURING CO.
WORCESTER, MASS.

Bicycle Tires and Tubes

We have several hundred pair of Single Tube, Double Tube and G & J Tire Seconds at prices that will surprise you. Also a few more of Excelsior Tires at less than they originally cost Excelsior Supply Co.

CHICAGO CYCLE SUPPLY CO.

3255 N. Clark Street
CHICAGO, ILL.

Factory Distributors of Bicycle and Motorcycle Supplies

Don't buy Excelsior Tires from anybody till you get our prices—We will save you money.

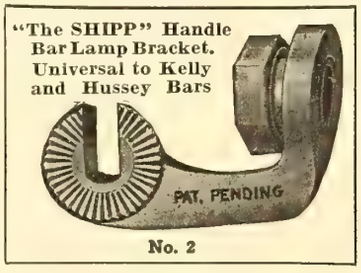
THEY SELL ON SIGHT



Shipp Handle Bar Lamp Brackets

Is the verdict of hundreds of live Bicycle Dealers

SHIPP BRACKETS
Look Right
Fit Right
and
Are Right



Stock Them and Increase Your Lamp Sales

Order Through Your Jobber

WATT SHIPP
PATENTEE
SALEM, OREGON

STEVENS & CO.
DISTRIBUTORS
NEW YORK CITY

Don't Forget the Connecting Link When Buying a New Chain



You know this is important for quick repair on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

Ask your dealer.



TRADE ◇ MARK



Diamond Chain and Mfg. Co.
141 W. Georgia St., Indianapolis, Ind.
Capacity 3,000,000 feet per year
(105)

Diamond
MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

"Users Know"

THE DIAMOND RUBBER CO., Akron, Ohio

For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. [48] New York City

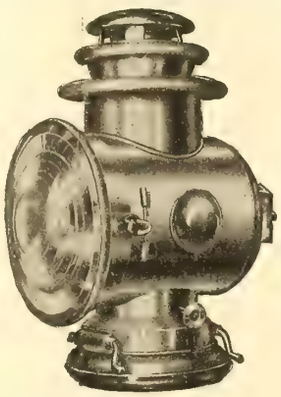
Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO


Flat Bracket Fastens to Back of Lamp

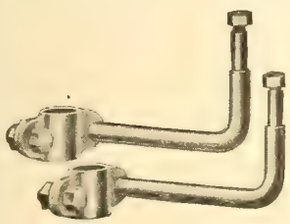
ARRANGED TO FIT ANY MAKE MOTORCYCLE
Furnished with Single Flat or Double Fork Brackets

H A M ' S
COLD BLAST
Motorcycle Lamp

Burns perfectly. Produces a brilliant light. Handsomely designed and beautifully finished in brass, nickel plate or rich enamel colors.


Burns Kerosene Oil

NEVER FAILS

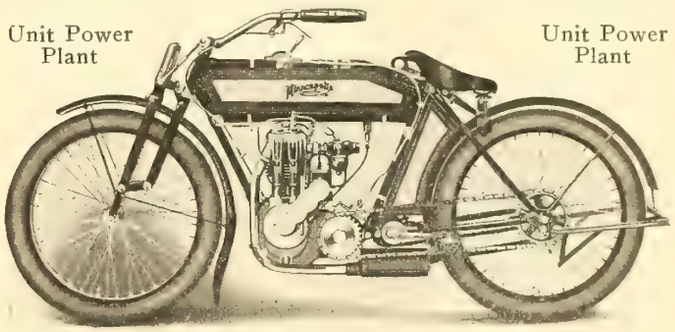


Write for Catalog and prices

C. T. Ham Mfg. Co.
ROCHESTER, N. Y.

Unquestionably the Best
Ride One and See
THE Minneapolis BIG 5 AUTO-CYCLE
with its Two-Speed Transmission
PRODUCING 11½ H. P.
RELIABLE — QUICK — EFFICIENT

Unit Power Plant

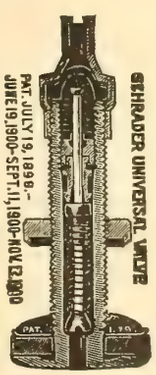


Unit Power Plant

An Automobile on Two Wheels
1912 Models Now Ready Send for Catalog
Some territory open to good agents

MINNEAPOLIS MOTORCYCLE CO.
MANUFACTURERS
517 South Seventh Street Minneapolis, Minn.

SCHRADER UNIVERSAL VALVE
(Trade Mark, registered April 30, 1895.)



NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.


99-4



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by
A. SCHRADER'S SON, Inc.
Established 1844.
28-32 Rose Street
NEW YORK, U. S. A.



WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

WE HAVE the largest line of new and used motorcycles in the country at the lowest prices. Every machine guaranteed. We are the largest and only exclusive motorcycle supply house in the world. Send us your machines to be overhauled. Send for catalog. Repairs a specialty. HARRY R. GEER CO., 834 McLaren Ave., St. Louis, Mo.

WANTED—The addresses of makers of special motorcycle frames and fittings; one piece cranks and hangers for bicycle frames. JAMES T. HAYS, Helphenstine Bldg., Waynesburg, Greene Co., Pa.

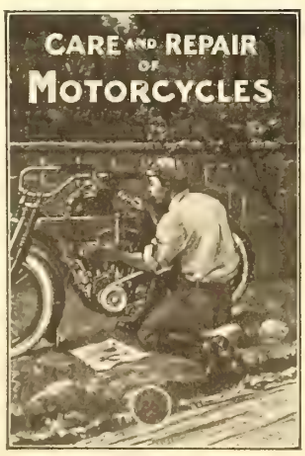
MOTORCYCLES—A. C. C. A. prices talk! Endless variety; latest models; every make—Indians, M-M's, $20. Freight prepaid! Largest and only illustrated catalog published sent frfee. THE AUTOMOBILE AND CYCLE CO. OF AMERICA, Dept. O, 1769-1787 Broadway, New York City.

MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

MOTORCYCLE BARGAINS — 50 of them; $40 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St., New York.

FOR SALE—100 second-hand bicycle frames, forks, chains, pedals, bars and hangers. Complete sets at $1 each in lots of six. Snap for bicycle dealers and repairers. DENINGER, 337 North St., Rochester, N. Y.

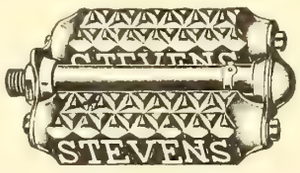
PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.



25c.

The Bicycling World Co.
154 Nassau Street New York

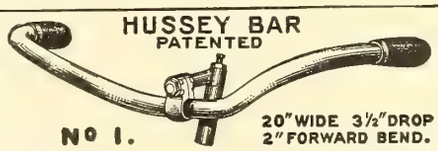
STEVENS'
Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.
ORDER THROUGH YOUR JOBBER
STEVENS & CO., 375 Broadway, New York

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat
1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers
Model "A" Merkel-Light at $150
Write for catalogue and discount.
F. A. BAKER & CO.
10 Warren St. NEW YORK

HUSSEY BAR
PATENTED



No 1. 20" WIDE 3½" DROP 2" FORWARD BEND.
Furnished on All Good Bicycles.
They Help You Sell.
Specify Them
CONSOLIDATED MANUFACTURING COMPANY
1709 Fernwood Ave. Toledo, Ohio
F. C. CORNISH, 219 Clinton Ave., Newark, N. J., Eastern Representative

BICYCLE GOODS
Motorcycle Supplies
We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.
NEW YORK SPORTING GOODS CO.
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Every Live Dealer Sells
DUCKWORTH CHAINS
Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.

ANDERSON
Glass-and-Steel Spark Plugs
ANDERSON SPARK-PLUG CO.
Washington, D. C.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers
Who? Tell Us
The STAR Ball Retainer Company
LANCASTER, PA., U. S. A.
and Berlin, S.O. 36, Germany



In order to make room for our 1912 Models, we are offering
Every N. S. U. At Actual Cost
Act immediately, if you don't wish to get left!
N. S. U. MOTOR COMPANY
206 W. 76th St. New York City



American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago



NATHAN'S
Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.
NATHAN NOVELTY MFG. CO.,
86B Reade St. New York

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.

JUST OUT
Bulletin 25 describing Standard Grooved Ball End Thrust Bearings. Send for it.
STANDARD ROLLER BEARING CO.
Philadelphia

Largest and Best Stock of
Bicycle and Motorcycle Sundries
in Western New York.
Get Our New Catalog
THE SIDNEY B. ROBY CO.
Rochester, N. Y.

Dealers' Directory

NEW YORK, N. Y.

TIGER CYCLES & AEROPLANE CO.,
782 8th Ave. Phone Bryant 1268
THOR, RACYCLE and MERKEL Motorcycles.
Racycle, Pierce and Tribune Bicycles.
Repairing, Accessories.
Aeroplane Wheels, Tires and Other Supplies,

F. B. WIDMAYER CO.
2304 Broadway, near 84th St. Phone, 4376 Schuyler
New York Distributors for the
Flying Merkel and New Era Motorcycles, Vans, Etc.
Indian and Merkel Parts, Repairs, Storage,
Peerless Bicycles, Etc.

T. J. SIXSMITH,
203 W. 100th St. Phone, Riverside 8861
Agent for INDIAN, XLCR and R-S Motorcycles
Reading Standard Bicycles
Parts for all makes, Repairs, Storage,

J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

THE NEW YORK MOTORCYCLE CO.,
Thor Distributors. Agents for
Minneapolis Two Speed, Merkel and Racycle.
Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
318-320 W. 48th St., New York. Phone Bryant 1781.

BROOKLYN, N. Y.

BEDFORD MOTORCYCLE CO.
BRAZENOR & RUDERMAN,
1041 Bedford Ave. BROOKLYN, N. Y.
"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford

INDIAN and PIERCE Motorcycles
Repairs, Parts and Supplies.
A. H. PATTERSON, Brooklyn Agent.
(Successor to F. A. Baker & Co.)
1080-8 Bedford Avenue Telephone, 3662 Bedford

UTICA, N. Y.

Central New York Distributors of
MERKEL MOTORCYCLES
Bicycle and Motorcycle Supplies.
UTICA CYCLE CO. Utica, N. Y.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

NEWARK, N. J.

Newark Distributors of
MERKEL MOTOR CYCLES
Repairs, Supplies and Storage.
Belmont Cycle Co.
H. F. SCHNELL 345 Broad St.

NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing - Everything for Motoring
H. JEHLE, 407 Halsey Street.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-48 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.



SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

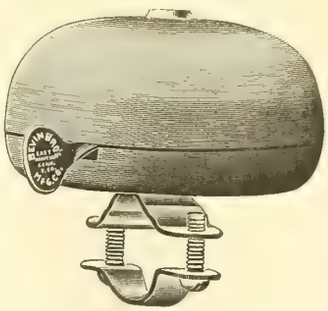
Supplee Hardware Co.
Philadelphia
BICYCLES AND SUNDRIES
Prompt and complete shipments

It Will Pay You, Mr. Dealer
to possess our big No. 12B catalog and price list of Bicycle and Motorcycle Sundries. FREE FOR THE ASKING.
BI-MOTOR EQUIPMENT COMPANY
177-179 Portland St., Boston, Mass.

Bevin Bells



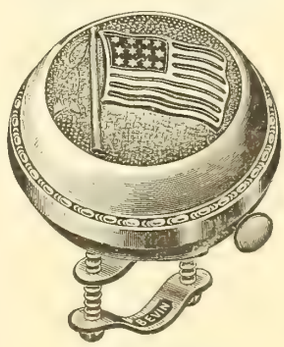
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

FOR SALE BY LEADING JOBBERS EVERYWHERE.

BEVIN BROS. MFG. CO.
Easthampton, Conn.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
55B Warren Street, New York City

Safest Strongest Surest

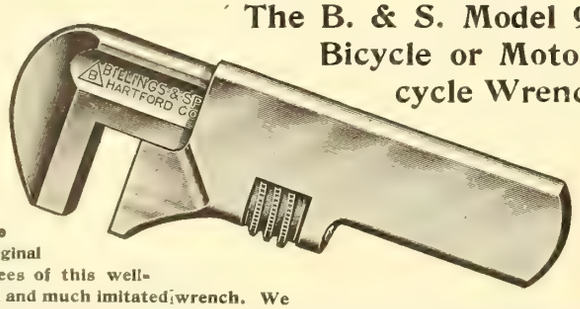
The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

Coventry Bicycle Chains



Has it occurred to you that the silky running of Coventry Roller Bicycle Chains means less friction and consequently increased speed? Why not educate your customers to these advantages? We carry a large stock of ½-inch Pitch and 1-inch Pitch Twin Rollers, in widths of ⅛, 3-16 and ¼-inch. Write us to-day for particulars and prices. It will pay you.

S. HOFFNUNG & CO., Ltd. 116 Broad St. NEW YORK

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

SUPPLIES

CYCLE
MOTORCYCLE
AUTO
MACHINISTS'

WE specialize on prompt and full shipments. Our catalog on

Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

MORE Kokomo Tires will be made during the next twelve months than ever before, because those made in the past have proved so good that riders and dealers not only come back for repeat orders, but bring their friends as customers. That's the kind of business that we like. It is based on the merits of

KOKOMO TIRES

For bicycles two of the Kokomo leaders are:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

SPLITDORF MAGNETO

"Always There"

Champions Demand PLUGS

As an example of the universal demand for SPLITDORF PLUGS the following communication from Frank Hart, the country's amateur champion, is self-explanatory:

> **"Will you kindly send me a few of your invincible spark plugs for use in my Indian racing machines. I have used your spark plugs for the past year in all my racing machines and have never lost a race through a spark plug sooting up."**

And Frank Hart's experience has been duplicated by every wise motorcyclist in the country be he a racing man or just an ordinary road plugger.

Please remember, too, Mr. Motorcyclist, Jenatzy, Europe's famous automobile racing driver, used SPLITDORF motorcycle plugs in his victorious Pipe car this year and writes:

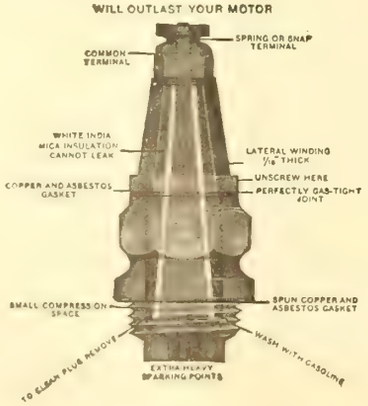
> **"Never have I obtained better efficiency from the motor on my car."**

And, what is more, the Clement Lebaudy dirigible in its memorable flight between France and England was equipped with SPLITDORF PLUGS and, that they worked to perfection, despite high pressure engines and terrific speed only proves what motorcyclists know of their perfect quality.

To go even further, Gagno, the Italian "sky-pilot," uses SPLITDORF PLUGS in his aeroplane—fouling is unknown in their usage.

You cannot make a mistake in insisting upon SPLITDORF PLUGS.

And, incidentally, keep your eye peeled for the SPLITDORF MOTORCYCLE MAGNETO. The biggest individual manufacturer is using it exclusively—he is the forerunner for the SPLITDORG MAGNETO—knows true merit when he sees it—so be wise and INVESTIGATE.



Write for Our Catalog

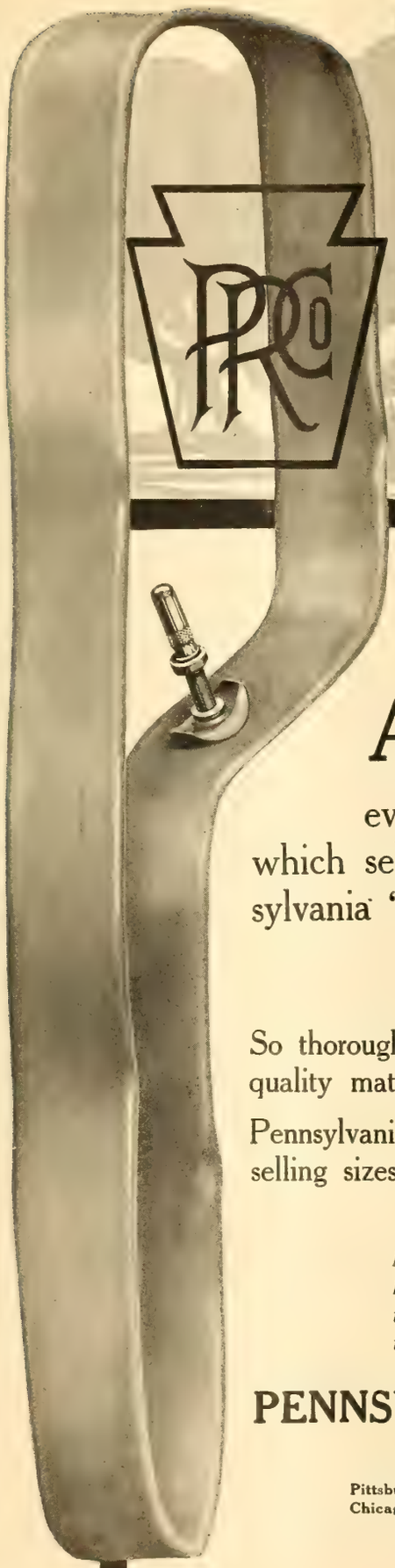
C. F. SPLITDORF

Walton Ave. and 138th St.
NEW YORK

BRANCHES;

NEW YORK, 1679 Broadway SAN FRANCISCO, 520 Van Ness Ave.
CHICAGO, 319 Michigan Ave. BOSTON, Motor Mart, 220 Pleasant St.
DETROIT, 368 Woodward Ave. KANSAS CITY, 1823 Grand Ave.
LOS ANGELES, 1225 South Oliver St.

London Paris Turin Brussels Johannesburg



PENNSYLVANIA "Guaranteed" INNER TUBES "No. 503"

For Motorcycles

AFTER months of experimenting, the Pennsylvania Rubber Company has at last evolved a genuinely serviceable motorcycle tube which sells at a reasonable price. This is the Pennsylvania "No. 503."

Each Tube is Guaranteed

So thoroughly tested is this tube, so well made and of such high quality material, that it carries an unqualified season's guarantee.

Pennsylvania "No. 503" Tubes are made in the most popular selling sizes:

26 x 2½; 28 x 2¼; 28 x 2½

NOTICE: In placing this tube on the market, we have contemplated an attractive margin of profit for the trade. Jobbers and Dealers, therefore, desiring to sell Inner Tubes for PROFIT should write to us.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

(Re-organized Feb. 1st, 1910)

BRANCHES:

Pittsburgh, 505 Liberty Avenue
Chicago, 1004 Michigan Avenue
Detroit, 247 Jefferson Avenue
Minneapolis, 917 First Avenue, S.

Pennsylvania Rubber Co. of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission Street
Los Angeles, 930 So. Main Street

FLANDERS "4" $175

WITH MAGNETO

25%

Saved by the Purchaser

100%

Increase in Business for the Dealer

This is a business proposition of laying plans to secure a large volume of business – the only way a manufacturer can make profit. And to secure this, the question of the price is a big factor. When you combine a low price with high-grade goods as we have done, every one sits up and takes notice.

It's a simple problem for a great producer like Walter E. Flanders to solve. It's just a question of having nerve enough to go to it with a fine outlay of specially designed tools, jigs and machinery. Back it up with a good advertising and sales campaign, and the results are a good manufacturers' profit on a $225 motorcycle selling for $175.

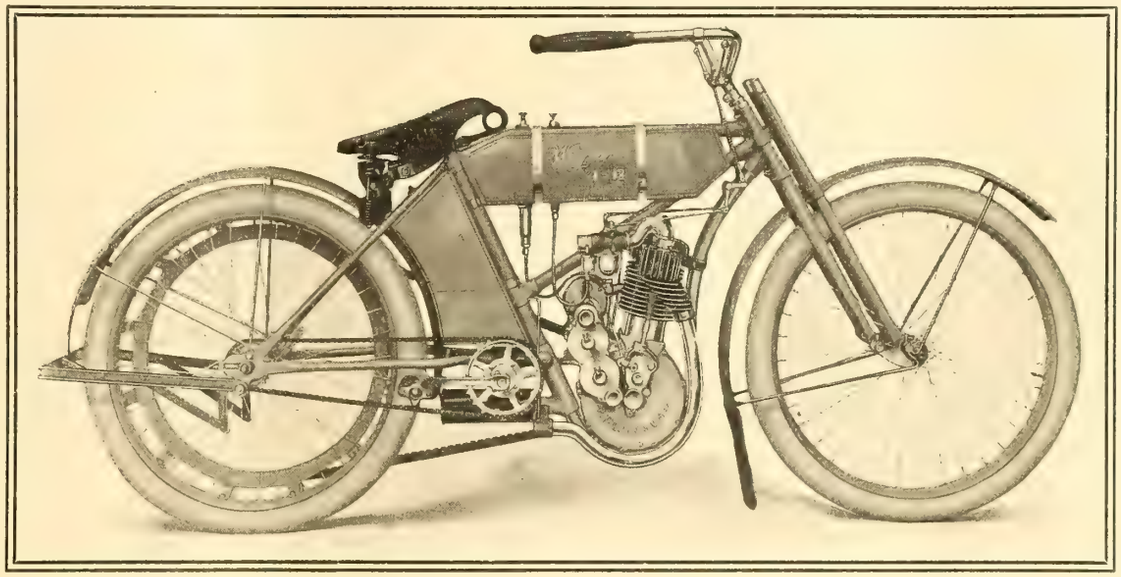
The dealer who will have the Flanders "4" Motorcycles to sell during the 1912 season will have less questions to answer than the other fellow.

FLANDERS MANUFACTURING COMPANY, Pontiac, Michigan

1912 ANNOUNCEMENT 1912

Wagner Motorcycles

Value giving is, after all, the keynote of the WAGNER policy, the way and the means by which Wagner Motorcycles have maintained their leadership among "the men who know."



Quality Considered Our Prices Are the Lowest

1912 MODELS

4 H. P. Battery Ignition $200
4 H. P. Magneto Ignition 225

Flat or "V" Belt — Wagner-Eclipse Free Engine Clutch Optional at $10

Write for Catalog

DEALERS WILL FIND OUR 1912 AGENCY PROPOSITION INTERESTING

WAGNER MOTORCYCLE COMPANY, St. Paul, Minn.

A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our well known automobile tank in everything but size. This gauge shows at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. Any dealer will take in this tank and send it to us to be exchanged for the new model with gauge, if the user desires, upon payment of the difference in price, $2 and transportation charge, plus the usual exchange fee if the old tank is empty.



Prest-O-Lite Tanks are now handled by practically all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this splendid lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

Get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co. 245 E. South St. Indianapolis, Ind.

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE OUR HANDY RULER

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of Tank $10



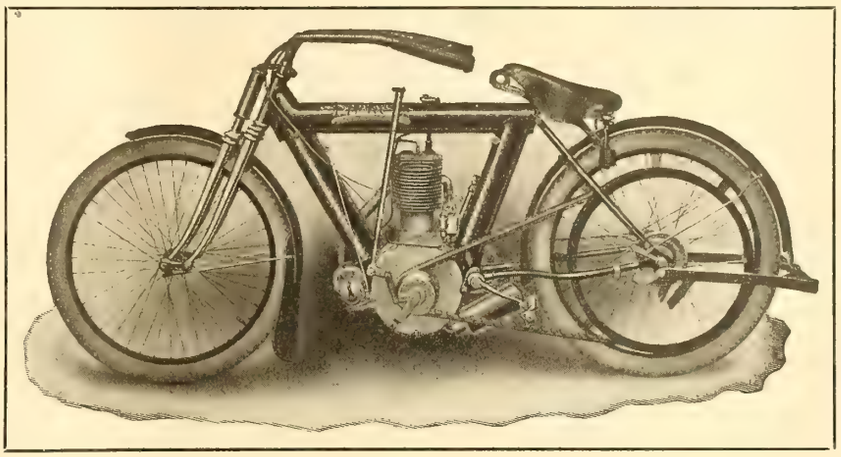
Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

In This Advertisement We Put the

PIERCE

Argument Squarely in Front of Every Motorcyclist.

Single Cylinder Models



Four Cylinder Model

You cannot evade stubborn facts like these:

That the design of Pierce motorcycles is ahead of everything else.

That not a single piece could be better built than it is.

That material and workmanship are superb and stand the test of wear and tear.

That no motorcycle equals the Pierce in handsome, dignified appearance.

That Pierce motorcycles can be ridden with **less** noise, fuss or trouble; with **more** ease, smoothness and comfort than any other machine.

SINGLE CYLINDER MODELS

For 1912 we offer single cylinder models which while maintaining the simplicity of the Pierce Single yet give the efficiency of twins. Pierce Single Cylinder models now mark the greatest advance ever achieved in this type of motorcycle.

FOUR CYLINDER MODEL

The Pierce Vibrationless Four Cylinder is now just where we want it. Not only is it superior to every other motorcycle, but it is far ahead of any of our previous fours. For the man who appreciates excellence, who wants the best—there can be no other mount than the Pierce Four.

Read description of Pierce 1912 models in October 28 issue of this paper.

MOST OF THE BEST DEALERS in this and foreign countries represent Pierce motorcycles (and the celebrated Pierce bicycles manufactured by us). Should you want to make money and increase your prestige, apply now for "The Agency that Pays."

THE BEST CLASS OF RIDERS ARE MOUNTED ON PIERCE MOTORCYCLES, and every motorcyclist owes it to himself to investigate Pierce models before deciding on his 1912 mount.

Ask for catalog "A" (Bicycle catalog "B")

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch, Oakland, Cal.

Fisk Bicycle Tires



Guarantee a Satisfactory Investment to Any Dealer.

The unusually complete line includes both single tube and Clincher tires; plain, raised, corrugated and Bailey treads; the high quality, resilient tire for track or road and the tough tread tire for hard usage, with all intermediate types.

Follow the manufacturers' example and use

FISK TIRES

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS.

Direct Factory Service in 30 Cities



The BROOKS B104—a perfect saddle of great strength and comfort. Made of the finest materials throughout, and specially designed to give a low-riding position.

It is—has always been

an acknowledged fact that of the few best things in the World of Wheels, the BROOKS is BEST among Saddles.

And there are many reasons for that fact; here is one—

THE BROOKS

is the only saddle that can embody the original and only genuine Compound-Springs.

Those springs absorb vibration within themselves and, by their compensating action, totally eliminate the slightest tendency to bounce—

And no other springing system will do that—and that alone must interest your customer, for to him it means unequalled comfort and unequalled satisfaction—to you, a "talking point" of the utmost value in the making of the sale.

J. B. BROOKS & CO., Ltd.
73 Criterion Works Birmingham, Eng.
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren St., New York

THE BROOKS B250—a low built seat specially designed for motor cycles of the non-pedalling type. The leather top is beautifully moulded to shape and of extremely comfortable proportions.



Now for the Christmas Trade!

FAY JUVENILES

For Boys and Girls

¶ Last year's concerted movement all over the country to "Do Your Christmas Shopping Early!" has had its effect and Christmas shoppers are sure to begin their annual buying campaign earlier this year than ever before.

¶ In making up their Christmas lists, thousands of boys and girls are going to lead off with a bicycle. Here then is your special holiday demand for Fay Juvenile Bicycles. Fay Bicycles sell well all the year round but at Christmas time there is always a big jump.

¶ The secret of doing a good Christmas Trade in Fay Juveniles is to have your stock on hand early, attractively displayed and ready for immediate delivery. Start things going now!

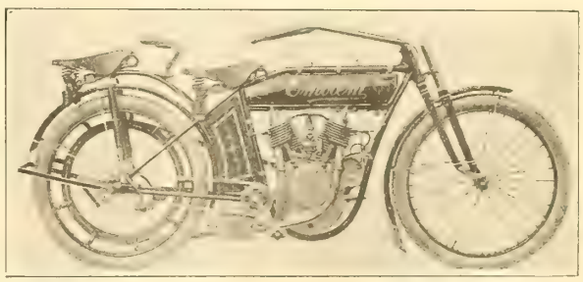
Order Your Christmas Stock of Fay Juveniles Today!

THE POPE MANUFACTURING CO., Hartford, Conn.

A CLEAN SWEEP FOR THE Emblem

The 1912 EMBLEM Is a Dandy

At the Springfield (O.) race meet on Labor Day the Speedy Emblem made a clean sweep, winning every event entered. Let the summaries tell the story:



FIRST IN EVERY EVENT

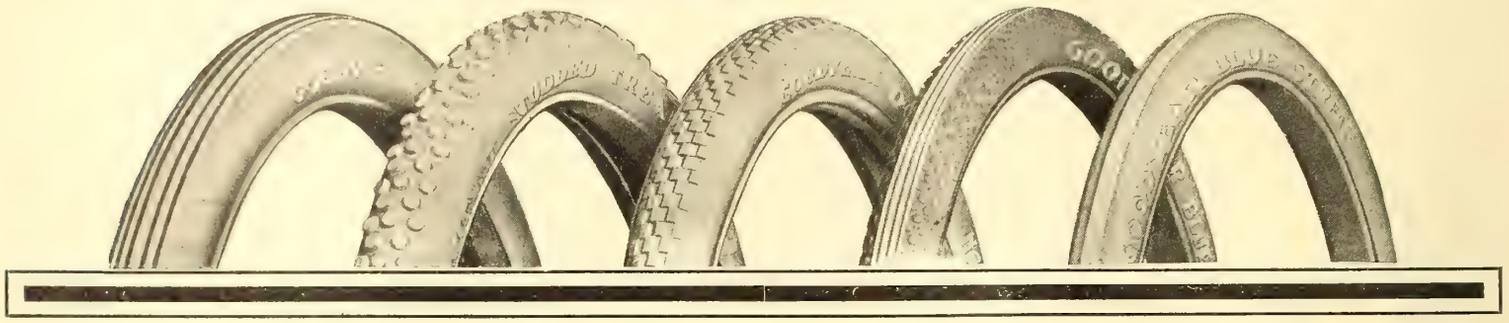
Three miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Five miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first.
Six miles trade riders, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Eight miles trade riders, 50 cu. in.—George Evans, Emblem, first.
Three miles trade riders, second event, 30.50 cu. in.—L. S. Taylor, Emblem, first.
Fifteen miles trade riders, 50 cu. in.—L. S. Taylor, Emblem, first; George Evans, Emblem, second.

IF YOU ARE OPEN TO AN AGENCY PROPOSITION BETTER WRITE TODAY. WE ARE MAKING DELIVERIES NOW

EMBLEM MANUFACTURING CO., Angola, Erie Co., New York

Member Motorcycle Manufacturers' Association

All the Leading Motorcycle Manufacturers Specify These Tires for 1912



WE hold signed and sealed contracts for over **one-third** of all the manufacturers' motorcycle tire equipment for 1912. 12 of the biggest and best known motorcycle manufacturers in America will supply Goodyear tires as regular equipment on their 1912 machines. Goodyear **efficiency** the reason they specified **Goodyears.** Note the names of these manufacturers listed below in alphabetical order :

Aurora Automatic Machinery Co...	Thor
Black Hawk Motor Co.....	Black Hawk
Consolidated Motor & Mfg. Co.....	Yale
Emblem Mfg. Co.....	Emblem
Excelsior Motor & Mfg. Co.....	Excelsior
Flanders Mfg. Co.....	Flanders
Harley-Davidson Motor Co.....	Harley-Davidson
Hendee Mfg. Co.....	Indian
Miami Cycle & Mfg. Co.....	Merkel
Minneapolis Motorcycle Co.....	Minneapolis
Theim Mfg. Co.....	Theim
Wagner Mfg. Co.....	Wagner

Why You Should Specify Goodyears

Goodyear Motorcycle Tires render **most service** at least **cost.** They enable you to realize upon the Maximum Efficiency of your motorcycle. They make this machine worth more to you because they nearly do away with tire-trouble, the nightmare of all motorcyclists.

So when the manufacturers specified Goodyear Motorcycle Tires for their 1912 output, they had a good reason for doing so.

Goodyear Motorcycle Tires were an assured success from the start. What experimental work had to be done, was done before the tires were ever placed upon the market. We did not ask the public to share with us the expense of making them perfect. We did not sell tires broadcast and base our improvements upon faults that the motorcyclist has to pay for.

Instead of that, we focused on the Motorcycle tire problem the brains and experience of the world's greatest auto tire experts—the same who perfected the now famous Goodyear No-Rim-Cut Auto Tire.

GOODYEAR
Motorcycle Tires

We built the tires with treads thicker than found on any other make. We built them with good rubber. We used a fabric of remarkable tensile strength. We put pains, knowledge, conscientious effort into their construction and the service that came out put the tires in a class by themselves. For Goodyear Motorcycle Tires hold all world's records for endurance and speed.

Be sure to specify for your 1912 machines, tires that are in greatest demand by riders—tires that will bring you credit from the consumer. Those Tires are **Goodyears.**

The Five Great Tires

One Tire for Every Road Condition

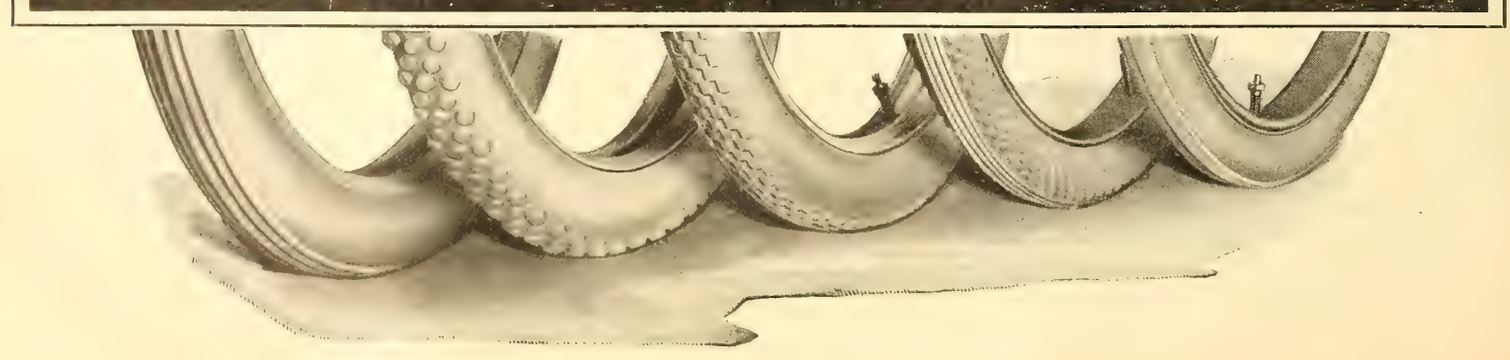
1.—Goodyear Corrugated Tread Tires—For the average give and take road.
2.—Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.
3.—Goodyear Non-Skid Tires—For use on slippery pavements.
4 & 5.—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for our book on "Motorcycle Tires." It describes them all.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities **We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits**

(432)



THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, November 4, 1911. No. 7

HARLEY-DAVIDSON AGAIN ENLARGES

Purchase of Additional Properties Directly Adjoining Present Plant Consummated —Capital Increased to $500,000.

When the Harley-Davidson Motor Co., of Milwaukee, Wis., completed its five-story factory last spring, it felt sure it would have ample room for turning out all the motorcycles its representatives in the various cities could sell in two or three years to come. Since this time, however, and particularly since the 1912 announcement was made, it is stated that the increase in the business and the prospects for the future have gone so far beyond expectation that it has been found necessary to secure additional manufacturing facilities, which has been done in the hope of making prompt deliveries on orders received at all times. The company has just purchased all the properties of the Buchman Mfg. Co., between 37th and 39th streets and from Johnson street to the railroad tracks, a residence property and vacant lot, and the factory of Erdman Bros. adjoining. This addition will give the company about three times the acreage covered by the present factory buildings and the buildings of the new property, including the planing mill, sash and door factory, general and milling work plant, etc., will be razed immediately. The architects are now at work on the plans for the new Harley-Davidson buildings, and they will cost approximately $80,000.

By the purchase of these properties, the company has acquired very desirable sidetrack facilities, the lack of which heretofore has greatly inconvenienced and handicapped them in making carload shipments, which the claim has increased very rapidly during the past season, one of their dealers alone getting eight carload lots. By having its own sidetrack running right into their yards, the company will also be able to get much of their raw material, such as steel, iron, brass and aluminum, as well as tires, in carload lots, making every increased facility in the running of its plant in general. The company now has its own gas producing plant where it generates gas for the use of their various departments and for the running of their big gas engine, necessitating the use of a great deal of coal. Heretofore it has been necessary to haul this coal by wagon to the plant; now, of course, this can be run on the sidetrack, enabling them to secure the same in carload lots.

Announcement is also made that the capital stock of the Harley-Davidson Motor Co. has been increased from $100,000 to $500,000, and every dollar of the new stock was subscribed by the present stockholders before the papers had even been drawn up by the Secretary of State. This increase in capital stock was deemed necessary in order to handle the rapidly growing business. Incidentally, it is stated, the financial condition of the Harley-Davidson Motor Co. is in an excellent state, the company having no bonded indebtedness or mortgages of any kind and no debts or obligations to be paid outside of the regular current bills.

Denver Show to Be Held in March.

The annual Denver Automobile Show will be held in the Denver Auditorium the week of March 4th Motorcycles will be given space necessary for a most comprehensive display.

HENDEE STOCKHOLDERS' MEETING

Officers and Directors All Re-elected—Reports Show an Increase of Fifty-five Per Cent. on Gross Sales for Year.

The annual meeting of the stockholders of the Hendee Mfg. Co. was held at the office of the company in Springfield, Mass., Wednesday, October 25th. The officers and directors were all re-elected. The directors of the company are: George M. Hendee, Carl O. Hedstrom, William E. Gilbert and Edwin A. Carter, all of this city, and William B. Thompson, of New York. Frank J. Weschler was re-elected clerk and treasurer. Reports made at this meeting showed that this company has had an unusually prosperous year, and the indications are that even greater success is in store for the coming season.

The fiscal year of the company ends on August 31st. The gross sales for the fiscal year of 1911 totaled $2,284,340.16. The gross sales of the previous year totaled $1,473,820.36, which shows that there was an increase of 55 per cent. during 1911. During the year just passed the company manufactured and sold 9,567 Indian motorcycles. The net profits for 1911, after $65,000 had been charged off for depreciation, were $406,000. During the fiscal year of 1910 6,500 motorcycles were manufactured and sold and the net profits were $335,000. It is expected that the output for the coming year will be from 12,000 to 14,000 machines.

The company has recently paid off a $50,000 mortgage on the property, leaving its plant entirely unencumbered. During the past year a branch house has been

opened in San Francisco. The other branches are in Chicago and in London. The success of the English branch in London has been particularly gratifying to the officers of the company, because England is said to be the home of the motorcycle, and it means not a little to be able to enter that market with a foreign product and make good against keen competition. Over 600 Indian motorcycles have been sold through the London branch office. In the recent Tourist Trophy motorcycle race in England, the course of which was 250 miles and the fame of which attracted about 100 entries from all parts of the world, there were three Indian motorcycles entered. And these three won the first, second and third prizes.

During the past season the company has completed and occupied a large addition to its plant, and it is now employing 850 men. The plant of the Otis elevator works has also been bought and the Hendee company is now in the process of occupying that. This will increase their size by about one-third. The net worth of the Hendee company at present is $1,153,364.

The balance sheet as of August 31, 1911, compares with that of the previous year as follows:

	1911	1910
Cash	$79,920	$54,690
Accounts receivable	218,934	127,882
Merchandise	525,154	468,838
Real estate	250,000	230,749
Machinery	195,582	230,832
C. O. D. sales (pending collection)	3,472	708
Good will	1,500,000	1,750,000
Total assets	$2,773,065	$2,863,702
Liabilities:		
Accounts payable	$105,409	$108,107
Proceeds cash sales (pending delivery)	316	7
Reserve to cover deferred charges	13,973	10,000
Mortgage	.....	50,000
Capital stock — 6,000 shares 7% pfd., $600,000; 20,000 shares com. stock, $2,000,000	2,600,000	2,600,000
Surplus	53,364	95,587
Total liabilities	$2,773,065	$2,863,702

Output and net earnings for four years to date, after charging off depreciation, are officially stated to have been as follows:

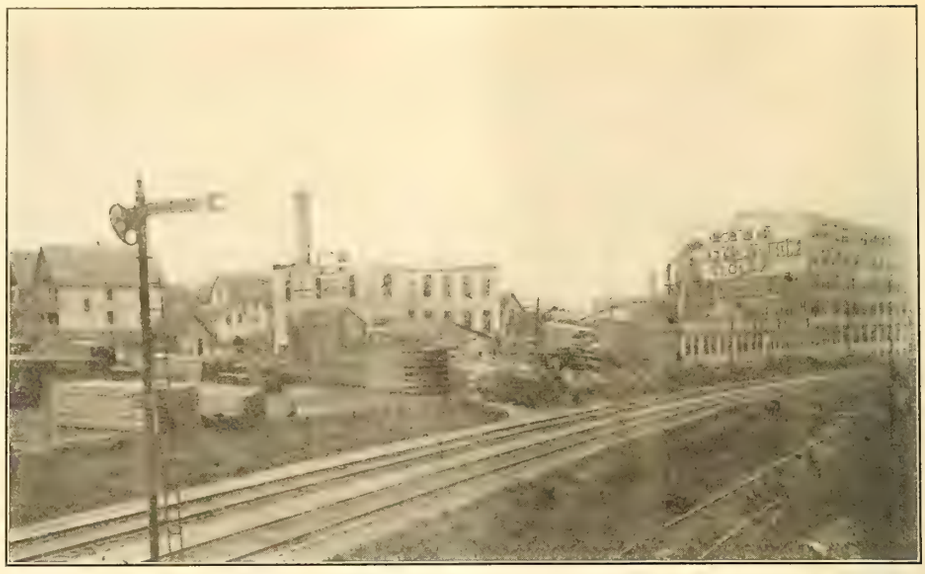
Season ending	Motorcycles	Earnings
August 31, 1908	3,257	$155,000
" 31, 1909	4,063	250,000
" 31, 1910	6,500	335,000
" 31, 1911	9,567	406,000

Four Grand Prix for Renold Products.

Hans Renold, Ltd., Manchester, has been awarded two Grand Prix for its display in the Cycle and Motor Section at the International Exhibition at Turin. These are the highest possible in the two classes which include chains for cycles, motorcycles, motor cars and motor vehicles for industrial, commercial and public use.

In addition the firm was awarded two Grand Prix for its display in the Engineering Section in the classes which include apparatus for the transmission of power, etc.

These successes are a confirmation of similar awards given to Messrs. Hans Renold, Ltd., last year at the Brussels International Exhibition.



PROPERTY PURCHASED BY HARLEY-DAVIDSON CO.

Bottom Bracket Patent Upset.

After occupying the attention of the courts for some 20 years, the famous bottom bracket patent, No. 392,937, issued to William E. Smith, November 13, 1888, and which was owned by the Pope Mfg. Co., Hartford, Conn., finally has been upset and declared invalid, by the United States Court of Appeals for the Seventh Circuit, in Chicago. The decision, which upsets the patent for all time, was rendered by Judges Grosscup, Baker and Carpenter, on the 13th ult., who affirmed the decree of the lower court in favor of Arnold, Schwinn & Co., from which the Pope Company had appealed.

The court holds that "a patent to be valid must exhibit invention beyond what was known to the world prior to the advent o$f the patentee. The patent here involved falls short of this standard." As there is no appeal from this decision, and as the patent itself has expired, the last probably has been heard of the famous patent which for years had the entire trade by the ears, and which affected every bicycle ever built since the safety bicycle became a factor in the industry.

Big Motorcycle Order from Chicago.

After a visit to the Harley-Davidson factory, C. A. Lang, their Chicago dealer, contracted for 1,000 1912 models. It is stated that in the period of eleven days after the 1912 announcement was made, Lang placed 52 orders for the same. He took the agency for the Harley-Davidson Motor Co. in 1905 and sold three machines —all he could get. In 1906 he sold 24; in 1907, 46; in 1908, 96; in 1909, 184, and the following year 364. During the 1911 season, just passed, Lang disposed of 693 machines.

Willis to Resign Secretaryship.

Fred I. Willis has tendered his resignation as secretary and treasurer of the National Association of Cycle Jobbers, giving as his reasons the fact that his new interest in the Kokomo Rubber Co., added to the time taken up by the Hersey-Willis Co., of Indianapolis, necessitates his taking this step. President P. R. Robinson, however, has requested Mr. Willis to withdraw his resignation until the annual meeting of the jobbers, which will probably be held on Thursday, January 11th. Mr. Robinson says:

"Mr. Willis has been a very efficient officer of our association and has contributed largely toward the success attained. and it is with much regret that I realize that we may soon lose the benefit of his assistance in conducting the affairs of the association. I, in common with the other members of our organization, wish him much success in his new position and have no doubt but that prosperity and good fortune will smile upon him."

Bay City After the Breed Plant.

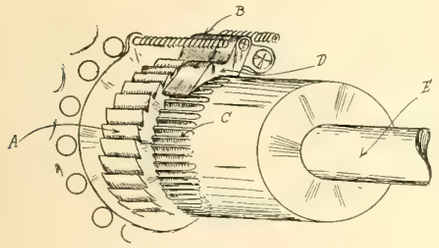
The business men of Bay City, Mich., are offering every inducement to the Breed Mfg. Co., who are now located in Detroit, to remove their factory to the former place. A piece of land has now been given to the Bay City Improvement Association with the understanding that if the Breed plant will locate in Bay City the land will be given to them free of cost. The matter has not yet been settled.

A HOST OF NOVELTIES FROM THE INDIAN CAMP

"Tourist Trophy" Models Among 1912 Offerings—Only Two Sizes of Motors Used—Standardization of Parts and Economies Effected—Reduction of Prices and Refinements in Construction.

Reflecting brilliantly the efforts of the engineering staff during the past year in their ceaseless pursuit of motorcycle perfection, the 1912 models of Indian motorcycles which the Hendee Mfg. Co., Springfield, Mass., will build in two sizes of motors, a seven-horsepower twin and a four-horsepower single, and will offer in seven models, with either chain or belt drive, the latter on the regular single only, embrace no less than 30 distinct new features, some of them nothing short of revolutionary, and all refinements of real worth. Startling as are some of the new mechanical details, the new prices are, if anything, more so, and the combination well may be likened to four aces in a game of poker.

In their new war paint and feathers the latest members of the Indian tribe which will roam the country next year, and the amount of wampum necessary to secure

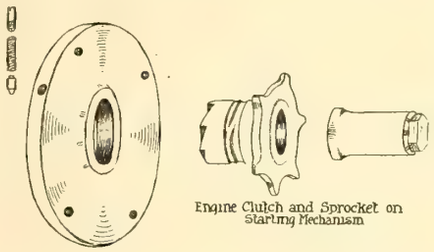


Starting Crank Ratchet Mechanism

them, are as follows: Four-horsepower single, chain or belt drive, $200; seven-horsepower twin, chain drive, $250; four-horsepower Tourist Trophy, chain drive, $250; four-horsepower T. T. two-speed, chain drive, $275; seven horsepower T. T., chain drive, $300; seven horsepower T. T. two-speed, chain drive, $325. All models will be fitted with a new type of Bosch magneto at the prices named, the battery system being abandoned entirely. The belt drive will be supplied on the regular four-horsepower single only, and a flat belt will be used.

Duplicates of the machines which won the great Tourist Trophy road race in the Isle of Man, Great Britain, last July, the T. T. models, are entirely new additions to the catalogued line, and represent the most advanced creations of the Indian factory. They will be built in two powers, "four" single and "seven" twin, and each size will be furnished with or without the two-speed gear. All of the T. T. models will be chain-driven in the approved Indian form. The regular models will be the "four" single and "seven" twin, with clutches, and will embody a great many of the new features, which will be shared in common by all models. As the regular single will have either chain or belt drive, it really will be made in two models.

Foremost among the new features, and one which is destined to add greatly to the popularity of motorcycles, is the foot starter, which is fitted to all of the T. T. models. In construction it reflects the


Engine Clutch and Sprocket on Starting Mechanism

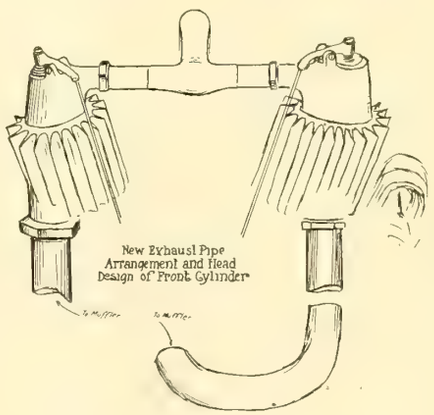
characteristic ingenuity of design, long peculiar to Indian motorcycles, and seems as nearly fool-proof as is possible of attainment at the present day. It is remarkably easy of operation, and the mastering of it should require not more than 10 minutes.

Like a pack of firecrackers touched off at once, the other new things come thick and fast. There is a larger gasoline tank, a priming gun in the gasoline filler cap, priming cups with dust caps in the cylinder


Cylinder Priming Cup

heads, an extension of the front mud guard beyond the fork spring, heavier single-clinch rims, heavier spokes, larger clutches on the "sevens," a new enclosed magneto with recessed and protected terminals for the cables, a metal tool box in two forms, larger valves and springs, redesigned front cylinder head and front exhaust pipe lead, keyed handle-bar stem, heavier grip control universal blocks, hard rubber ball hand grip on clutch levers, spring latch gear shift lever and notched sector, longer clutch bearings, attached the small countershaft sprocket with dogs, and on the two-speed models, muffler tail pipe, right hand clutch control, double brakes, floating rear axle, and roller bearings.

Long strides toward standardization are evidenced by the listing of but two sizes of motors, in which the cylinders and numerous parts are identical. This duplication also applies to frames, wheels and many other units, so that the concentration of the manufacturing facilities on the production of "fours" and "sevens" means the


New Exhaust Pipe Arrangement and Head Design of Front Cylinder

elimination of a great many non-interchangeable parts involved where several models of different sizes are built. The models abandoned were the 2¾-horsepower single and the five-horsepower twin, a pair in themselves, each of which contained a great many duplicate parts, and yet were not applicable to the larger single and twin. Therefore the reduction of motor sizes practically reduces the sets of parts required from two to one, and the manufacturing expense proportionately.

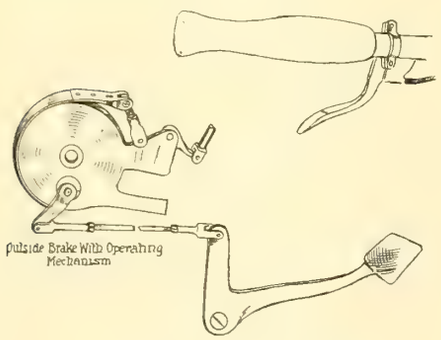
This economy in manufacturing expense, coupled with increased output, is the key to the reduction in price and increase in quality. High-grade as were the present models in materials, finish and equipment, the new Indians will be greatly superior, for the very good reason that the savings effected in manufacturing economies and increased output permit of the use of more expensive material and workmanship. To the person versed in manufacturing methods a reduction in the selling price of an article does not imply a reduction in its quality under the conditions outlined.

Naturally the T. T. models will embody all of the new features applicable to them.

All of them will be without pedals, and will have the regular folding foot boards instead. On the single-speed T. T. models there will be the foot starters, double brakes, right-hand clutch control, metal tool boxes on the top frame tube, tail pipes and lesser refinements. The two-speed models will be identical with the single-speeds, save, of course, that they will have gear boxes, metal tool cases under the saddle and longer frames.

On the two-speed models the wheel base is 55 inches, and on the standard machine 53 inches. The standard models will have pedals, left-side clutch control, V band brake and such of the new features as heavier spokes and rims, front guard extension, housed magneto, priming gun, larger valves, redesigned front cylinder head and exhaust tube, keyed handle-bar stem, larger clutch on the "seven," longer clutch bearings and larger gasoline tank.

Because of its importance as the first



Pulside Brake With Operating Mechanism

device of its kind, and the advance which it represents, the foot starter holds unusual interest. It may be said to comprise two separate and complete units, working in co-relation through the medium of a chain. The first unit is composed of a pedal crank, sprocket, a revolving and a fixed ratchet, and two spring-actuated pawls. This unit is mounted on an axle, which in turn is supported by the front anchor plates of the motor. The axle, which is fixed, passes through both anchor plates beneath the magneto.

The second unit, which is mounted on the motor driving shaft, consists of a small floating sprocket with extended hub carrying dogs, sleeve bearing and sprocket locking nut combined, a sprocket supporting flange, a spring tensioned switching pin in the flange plate, and the motor driving sprocket, which also has a series of dogs corresponding to and meshing with those on the inner end of the floating starting sprocket. The foot starting crank is held upright by a coil spring, and rests against a spring cushioned stop.

In starting, the foot is placed on the crank pin and the crank pushed down vigorously with a snap kick as far as it will go. The gear ratio between the large and small sprockets is slightly more than three to one, and one stroke of the starter gives 1¼ engine revolutions actual, while the "spinning" effect, set up by the quick turning over of the motor, extends the travel of the motor shaft to two full revolutions before the starting force is fully expended. Twins naturally will start easier than singles.

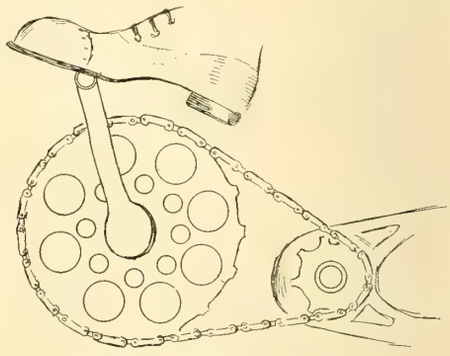
For starting, the compression is relieved by raising the valves and dropping them quickly, and advancing the spark, when the foot has traveled halfway down its stroke on the starter. The starting stroke ends when the foot strikes the foot board, and upon being released the starting crank automatically returns to an upright position. If the foot slips from the knurled crank pin, or the crank is allowed to fly back, it is arrested at the top of its stroke by a sliding hinge spring check which absorbs the force of the blow and prevents the bending of the stop, which would occur if it were rigid.

A ¼-inch block chain connects the starting sprockets. In Figure 1 the action of the forward starting unit is explained clearly. A is a revolving ratchet fixed to the pedal crank hub. B is the spring pawl which rides on this ratchet and engages with it. C is a stationary sleeve with ratchet teeth, and D is another spring pawl which rides on it. E is the fixed axle upon which the whole is mounted. It passes through the front anchor plates of the motor beneath the magneto and is bolted solidly to them. The pedal crank and ratchet A revolve together, while the big sprocket which is mounted between them floats idly. Pawl B is mounted on the big sprocket, and pawl D on the off-side end of pawl B. Both pawls are spring actuated.

In Figure 2 the second unit of the starting mechanism is shown. At the left is shown the flange plate, which is fastened to the short chain guard directly outside of and in line with the motor shaft. In this flange plate rides the small starting sprocket, which has an extension hub with two grooves, a cross-over switch, and, at the inner end, a series of dogs. At the right is the sleeve nut which locks the engine sprocket to the shaft. A shoulder on the inner end of this sleeve provides a bearing for the small starting sprocket when it is engaged with the motor drive sprocket. This shoulder, and an inverse shoulder at the outer end of the hole in the small sprocket, prevents the dropping from the motor shaft of any part of the mechanism of the second unit.

In the rim of the flange plate is a small hole in which a small bullet-nosed, hardened stud is inserted and seated by a spiral spring, and retained by a check screw. This stud rides in the grooves in the hub of the small starting sprocket. As the central sleeve nut cannot drop off, even should it unscrew, on account of the retaining shoulders on it and in the bore of the small sprocket, and as the small sprocket is retained by the stud seating in the grooves, and as this stud is screw trapped and the flange plate bolted to the chain guard, it is obvious that the entire mechanism of the second unit is securely attached.

In action the operation of the starter is as follows: When the foot crank is depressed the pawl B engages in ratchet A, locking it to the sprocket, and A, B and D go round with the big sprocket and crank. At this time D simply is riding the fixed ratchet sleeve C, and has no function. While this is occurring the revolution of the small sprocket (Figure 2), which normally is out of engagement with the switching stud in the inside narrow groove, causes the stud to take the cross-over into the outer and wider track, and simultaneously feeds the starting sprocket dogs into engagement with the motor drive sprocket dogs. Once this engagement occurs, the motor shaft is locked with the foot starting crank, and the turning over of the motor commences. This engagement



Showing Foot in Position to Start Engine

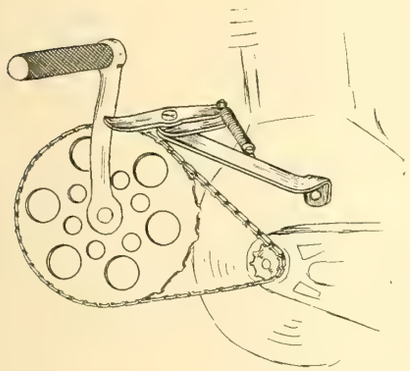
occurs immediately after the crank is pushed ahead, so that the full force of the kick exerted is expended in "spinning" the motor.

The spring return of the foot crank at the end of the stroke also automatically disengages the small dog sprocket from the motor by backing the starting sprockets, thus bringing the switching stud into play. When the motor starts it immediately "runs away" from the small dog sprocket, and the cut of the dogs also tends to keep it out of engagement with the motor when the latter is running. Therefore it is impossible to damage the starter by "picking up" the motor when it is running.

As the small central sleeve and sprocket nut in the second unit revolves with the motor, it must be free from contact with the stationary starting dog sprocket. This is accomplished by making the sleeve small from the shoulder outward. The dog sprocket has a bearing on this shoulder when engaged with the motor, but when out of engagement it is entirely free of this spinning sleeve, so that no friction is set up. To allow for the lateral motion of the dog sprocket in engaging and disengaging, the outer groove on the sprocket hub is wider than the inner one, so that once the switching pin enters the wide groove it tends to feed the sprocket in to engagement, or vice versa, on leaving the groove.

That most important danger to be guarded against, back firing, has been anticipated and provided for. When a back fire occurs it naturally has a tendency to pull all the mechanism backward, but at this happening pawl D comes into play, locks in stationary ratchet C, and, being attached to pawl B, disengages it from ratchet A. This disengagement allows all the mechanism to revolve backward without damage, and at the same time this reversal automatically throws the small dog sprocket out of engagement with the motor. Thus nothing can be wrecked by back firing. The entire mechanism weighs about five pounds and all wearing parts are hardened.

Ordinarily, extending the front mud guard does not call for any great mechanical ingenuity, but when a leaf fork spring of the Indian type intervenes the trick involves a bit of clever designing. In this



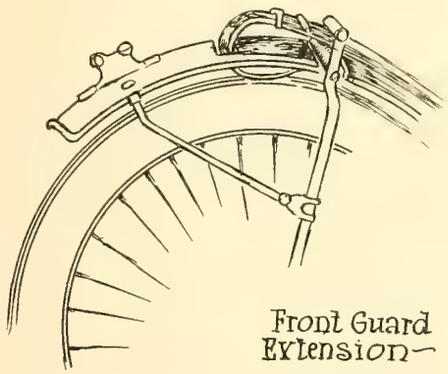
Starting Crank Spring Stop

case the extension is entirely independent of the main front guard. At its rear it is hinged to the front supporting bolt of the spring, and in front is supported by braces attached to the spring leaf upright standards. On machines shipped abroad a small license plate bracket will be attached to the top of the extension. Of course the main purpose of the extension is to deflect mud and water carried up past the spring by the front wheel, and to keep sand from the rider's face and eyes when riding with head down.

Greater riding range is provided by increasing the gasoline capacity to 11 quarts —three more than heretofore. The priming gun in the filler cap not only serves to prevent splashing of the fluid through the vent hole into the rider's face, but also comes in mighty handy for coaxing the motor to "mote" in cold weather, or for any purpose where a small amount of gasoline is required. The oil capacity remains at two quarts as heretofore, and the mechanical oil pump is retained without change, the best proof of the satisfaction it has given. The auxiliary hand pump also is retained, but the oil lead from this pump to the motor base now enters the latter above the chain guard, bringing it away from the chains and obviating the danger of chafing through by chain whipping.

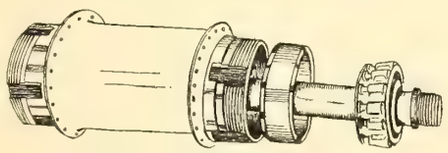
While priming cups in the cylinders are a new Indian feature, the addition of dust caps is the last word, and considerably freshens a very common feature. The cups are screwed into regular spark plug openings, another mark of standardization.

In addition to having the openings under the magnets housed in, the new Bosch



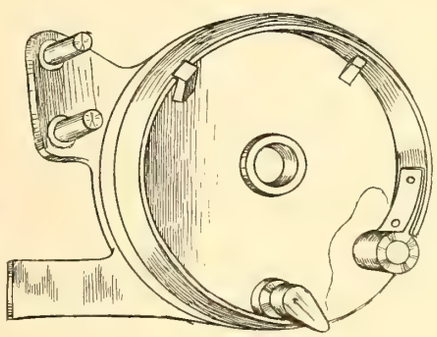
magnetos also have improved and protected cable terminals and an automatic cut-out inside the contact breaker. The complete abandonment of the battery and coil system by such a leading manufacturer marks its speedy relegation to the hall of antiques in motordom.

On all the "sevens" the clutch disks have



T T Hub dissembled showing Timken Roller Bearing

been increased considerably in diameter, giving a large increase in contact surface. The clutch diameter on the "fours" remains unchanged. On the T. T. single-speed models a new countershaft eccentric is fitted, in which the clutch bearings have been greatly enlarged, and on all the T. T.



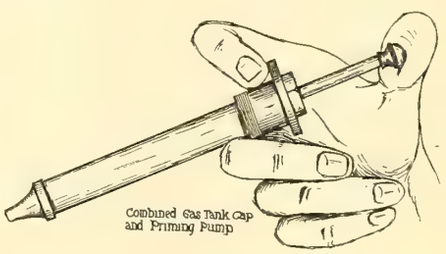
Brake Mechanism

models the clutch is operated from the right side, the operating shaft passing through a sleeve in the center of the clutch and having the same worm motion as the regular clutch mechanism. The top of the clutch lever on the two-speed models is offset slightly to clear the gear shift lever, and the locating of the clutch in close proximity to the gear shift facilitates the manipulation of both levers.

In the re-designing of the front cylinder head and exhaust lead much has been gained. Instead of exhausting directly out around the magneto in a wide sweep, the front cylinder now spits straight down and around an easy bend into the muffler. In addition to a shorter and neater pipe, it also permits of better cooling of the front head and cylinder by giving an unobstructed passage of air against it, and full advantage of this is taken by arranging cooling flanges so that a current of air is directed between the cylinder and valve pocket.

Naturally, larger valves is another way of saying more power, and the heavier springs mean longer life and resistance to heat, as well as longer maintenance of maximum power. Instead of through an apron on the under side of the muffler, the T. T. models now have a final exhaust through a tail pipe. The cut-out is retained on all models.

Two powerful brakes are provided on the T. T. machines—an internal expanding metal-to-metal and an external contracting band faced with raybestos. Adjustments



are provided for taking up wear, and the arm of the brake drum slips into a frame clip, dispensing with the usual bolt and nut lock and making for quick insertion or withdrawal. The band brake is operated by hand latch on the left handle-bar, the motion being transmitted through a Bowden cable. The internal brake is operated by foot pedal on the right side of the motor. The foot brake is designated as the service brake for ordinary running and the band brake as the emergency. The brake drum is six inches in diameter and three-fourths inch wide. Both brakes are mounted on the right side of the rear wheel. The V band coaster brake is continued on the regular models.

For the T. T. models a special rear hub machined from the solid is used. It is mounted on big Timken roller bearings, which have high load capacity and long life. There is but one other known instance where this type of bearing has been used on a motorcycle. These hubs also have floating axles carried in sleeves, and quickly may be knocked out without disturbing any adjustments. It represents a logical extension of the front knock-out axle idea.

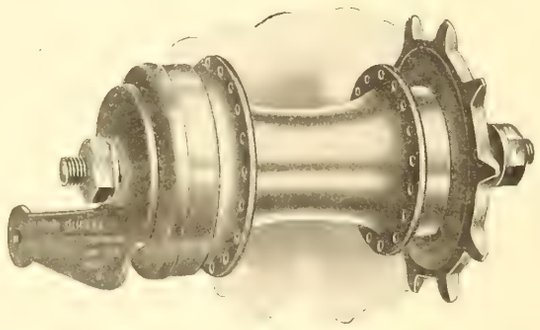
Accidents due to turning of handle-bars are rendered impossible by the keying of

(Continued on Page 288)

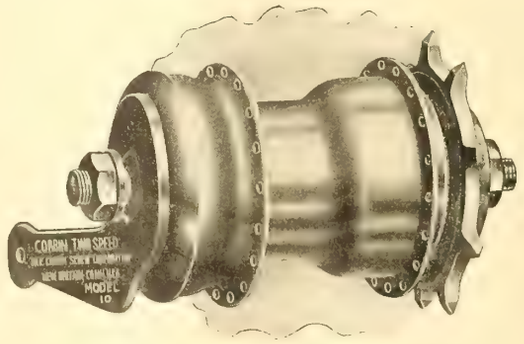
THE CORBIN SCREW CORP.
CORBIN
NEW BRITAIN, CONN. U.S.A.

¶ Chief of the reasons why there will be no change in Corbin duplex coaster brakes and Corbin two-speed coaster brakes for bicycles for 1912 is that all the "1912 improvements" were put in a long time ago and have been in ever since. No one that we have found has been able even to suggest further improvements.

¶ Therefore, for bicycles the 1912 Corbin offerings are:



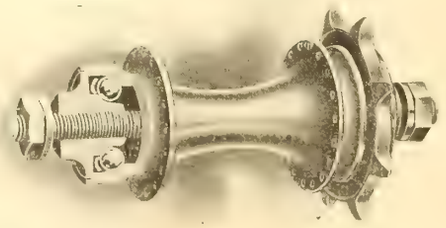
Corbin Duplex Coaster Brake



Corbin Two-Speed Coaster Brake



Corbin Front Hub



Corbin Rear Hub

THE CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
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NEW YORK, NOVEMBER 4, 1911.

Is It Malice or Ignorance?

One of our esteemed contemporaries last week said "to call him an open muffler fiend gives him too much credit—it flatters him; he is not malicious, but unintelligent. A boob—that is what he is."

To our recollection the word "boob" is a German one, and translated, means boy. If every motorcycle rider who rides through our streets with an open muffler was a boy he could be taken off his machine, severely thrashed and sent to bed. We wish this might be the case. However, we are dealing with supposed men, and although some of us may hesitate about classing the open muffler fiends among the self-respecting men of the day, they are more than boys, and hence have a greater knowledge of the difference between right and wrong and know when they are going through the streets racking the nerves of the passers-by and perhaps some sick one in a house which they pass that they are not only malicious, but almost criminal. They know when they are riding through the streets that they may be passing a home where a person is suffering terrible agony from nervous prostration or some other serious illness.

In one of the leading streets in Brooklyn a few Sundays ago 19 out of 24 motorcycles passed a given point with their cut-outs wide open. There are fine residences on that street. How many cases of nervous prostration or other serious illness were passed by these 19 motorcycles during the afternoon no one can ever tell, and where it is very evident these noise fiends have no respect for themselves they should be made to have some care regarding the health of others. There is no name that can properly fit the motorcycle rider who goes with his cut-out wide open. "Fiend" is too good for him; "boob" gives him an excuse, for a boy delights in noise. He can certainly be classed among the most undesirable citizens. As long as the cut-out is given to him, and as long as there is no law that will land him in jail for using it, motorcycling will continue to have its greatest enemy. Again we say, CUT OUT THE CUT-OUT.

American Cyclists at Olympic Games.

As reported in another page of this issue, the United Cyclists decided, at the meeting held in New York on November 1st, to send a bicycle team representing that organization to the Olympic games to be held at Stockholm, Sweden, in July, 1912. This will necessitate, first, the contribution of about $4,000. There should be no trouble whatsoever on this score. Every bicycle rider, every bicycle dealer and every bicycle manufacturer who has enough patriotism and enough love for the sport should be represented in the list of contributors, collections for which are to be received by The Bicycling World and Motorcycle Review. A general committee is to be appointed by the organization, which will have full charge and supervise all the work, and special sub-committees will be appointed in various cities throughout the country. R. F. Kelsey, chairman of the Board of Control of the National Cycling Association, and a member of the general Olympic committee, will probably be the chairman of the general committee from the United Cyclists. Elimination trials will necessarily have to be held in all parts of the country, the final trials being held in or near New York. Three teams of four men each should represent America.

There is not a possibility of a doubt that we have bicycle riders in this country who can win anything on the Olympic program. If this team is sent, and if it should be successful, it will give the greatest impetus to bicycling in the United States that has been seen here in many years, and this will be a healthful boom and not simply an adoption of a fad. The increase in the number of sales of American-made motorcycles as a result of the victory in the great Tourist Trophy Race abroad is conclusive evidence of what might be expected, only to a greater extent, as the result of an American team winning the bicycle races in the Olympic games.

There is not too much time left to prepare ior this event. Every cycling organization in the country should immediately appoint a committee of one to communicate at once with the United Cyclists and stand ready to do everything in its power to raise the necessary funds to aid in selecting the bicycle team to represent America in these races. Every dealer who is alive to the possibilities of such an event—who realizes the advertising value that would be connected with an American team winning this race, and who desires to further the interest of the sport in every possible way, should get busy at once in collecting funds and working the matter up in his neighborhood.

For most of the leading manufacturers the last year was the best since they have been engaged in manufacturing bicycles. This is evidence in itself that the time is now ripe for cycling to come into its own in America and all that is necessary is for some big move to come as a starting gun. The fact of sending twelve of our best amateur riders to the Olympic games and the great possibilities of their winning the races there is the greatest opportunity that has presented itself in this country to become a starting gun for a great, general, healthy revival in cycling. In order that the committee may know whether it can expect to go on with this work as soon as possible, those interested should respond to the call for subscriptions, published on another page of this issue, promptly. Subscription lists should be started by every cycling club and every dealer throughout the country at once. America led the way in the greatest motor cycling event in the world in the Tourist Trophy race, and America can lead the way in the greatest bicycle event at the Olympic road race.

A HOST OF NOVELTIES FROM THE INDIAN CAMP

(Continued from Page 285)

the handle-bar stem. In the grip control the universal blocks have been made heavier, and the pins now cross through separate holes instead of piercing, so that increased strength is gained.

A gear shift sector with high and low speed notches now is provided on the two-speed models. It is mounted on the top bar just ahead of the saddle and set at right angles to the frame so that the shift is fore and aft, affording a direct and natural hand movement.

Heavier spokes are used all around, and work in unison, the automatic features being retained.

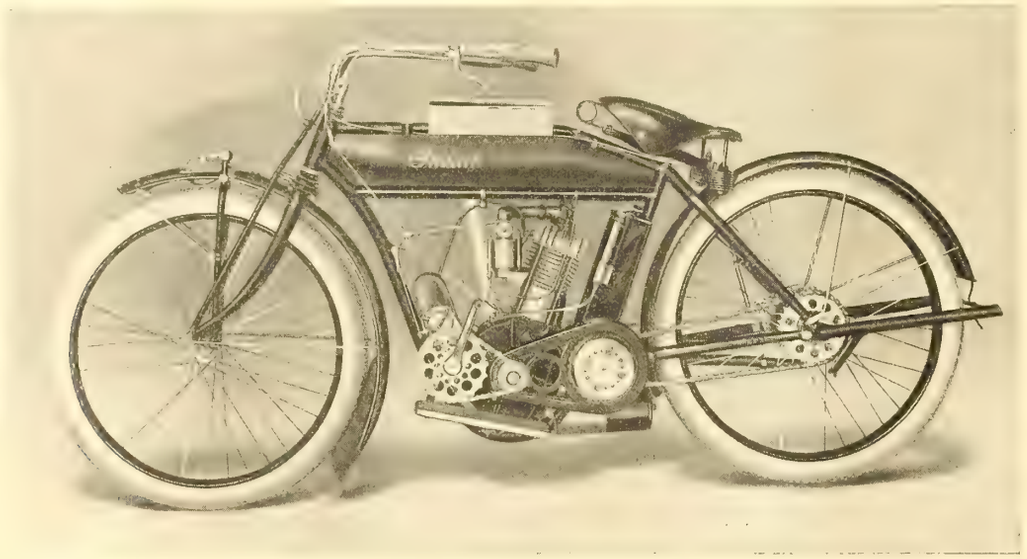
On the single-speed models a metal tool box mounted on the top bar is furnished, and on the two-speed machines, the tool box is of different shape and located under the saddle. Larger crank-pins are used in all motors. The luggage carrier and an acetylene gas tank cradle slung on the handle-bars will be listed extra.

Despite the numerous changes and additions, there is much that has been retained in its old form. Under this head come the trussed loop frame with internal girder reinforcement, the cradle spring fork also internally stiffened, separate cylinders and heads, mechanical valves, double grip control, mechanical oil pump, the only one model extends only the width of the adjusting ring beyond the pulley.

An oil reservoir having a capacity sufficient for at least 1,000 miles is embodied in the center of the shaft extension, and by a simple means of communication provides ample lubrication for the disks.

By the removal of six small screws on the face of the adjusting ring the whole construction can be taken down. Option will be given on the method of operating the control; either hand lever or handle-bar grip lever will be furnished, as desired.

Owing to the fact that the sprockets are smaller than the belt pulleys, the chain style is more compact. Sprockets will be furnished in 16 or 18 teeth for use with ⅝-inch pitch motorcycle chain.



THE NEW TOURIST TROPHY SINGLE SPEED INDIAN

there are 36 to each wheel. Single-clinch rims of heavier construction than the former double-clinch type are fitted. They stand punishment better and spokes do not pull out as easily. The tire equipment will be G. & J. or Goodyear studded tread, 28x2½ inches all around, but the rims will take 2¾-inch tires.

There is no change in the two-speed, the gears being always in mesh, and are locked to obtain the speeds by means of sliding dog clutches. While yet building a belt model for those who prefer that type of transmission, the Hendee company remains the pioneer and steadfast advocate of the chain drive as the best for all-around service.

While it now is formally introduced on the new models, the Hedstrom multiple jet carbureter shows no change since it first appeared late in the spring. As distinguished from its predecessor, it embodies an auxiliary and smaller spray nozzle and mixing chamber for delivering a small charge for starting and slow running. Normally the throttle is closed tight and the motor runs on the small jet which is not throttled, but when the throttle is opened the main jet comes into action and both now used; separate fuel tanks, inclined single motor, disk clutch and other well-known and tried Indian features.

New Eclipse Pulley Models.

Decided improvements and an entirely new model for chain drive mark the appearance of the 1912 line of Eclipse free engine clutch pulleys as presented by the manufacturers, the Eclipse Machine Co., Elmira, N. Y.

The improvements are along the lines of greater simplicity and strength. The 1912 model consists of but three main parts. All that is required to make the necessary adjustments is the turning of one ring, and this usually can be moved by hand. The shaft extension which was hexagon shaped has been changed so that it is stronger and more simple. The disks are heavier and larger, giving twice the friction surface. Double the 1911 spring pressure is provided and it is evenly distributed over the plates or disks. Both these features presage greater durability and more positive action.

The whole construction has been made more compact. The extension arm, by means of which the mechanism was operated, has been discarded so that the new

The Eclipse is made in sizes to fit any make of American machine, and many motorcycle manufacturers are now offering it as regular equipment on their 1912 models.

Chicago Show Space Increased.

F. J. Weschler, chairman of the show committee of the Motorcycle Manufacturers' Association, states that the space to be allotted to motorcycle manufacturers in the balcony of the Chicago Coliseum Annex during the second week of the show, from February 5th to 10th, has been increased to approximately 3,500 square feet. Applications for space were sent out during the past week, and the allotments will be made probably by the 13th.

Peavey Leaves M. & W.

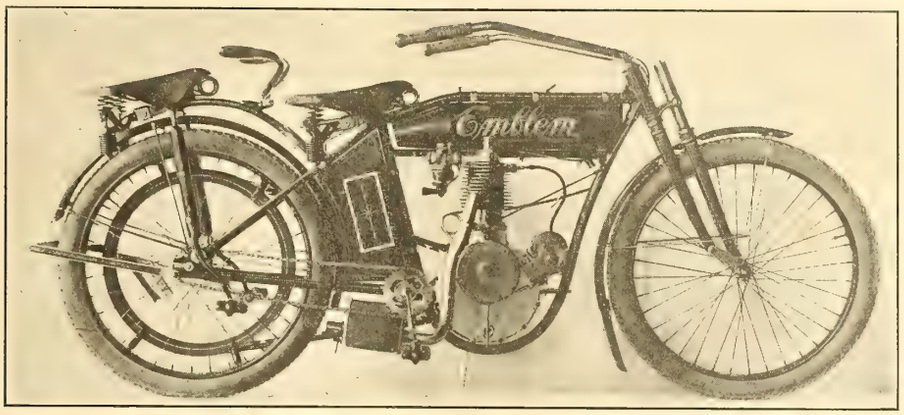
R. A. Peavey has resigned his position with the United States Tire Co., in St. Louis, Mo., after a period of 12 years' service with the Morgan & Wright Co., a branch of the United States company. He was in charge of the St. Louis office and managed the sales of the company in southern Illinois, Missouri, Arkansas, Texas and Oklahoma.

IMPROVEMENTS AND REFINEMENTS OF THE EMBLEM LINE

Frames More Graceful and Top Bar Lowered—Longer Front Forks and More Clearance Between Tire and Mudguard—Tandem Arrangement Novel and Comfortable—Prices Reduced.

Refinement of a pronounced nature is apparent in the 1912 line of Emblem motorcycles, manufactured by the Emblem Mfg. Co., of Angola, N. Y. This refinement applies not only to the general appearance of the machines, where it is most marked, but to mechanical details as well.

Beginning with the frame, where the change from the 1911 model is most



THE 1912 SINGLE CYLINDER 4 H. P. EMBLEM

marked, there is much of interest and improvement to arrest attention. The head cluster has been lowered one inch, and instead of two stems, the handlebars now are firmly held by three stems, the central member being held by an expander, making it impossible for the handlebar to work loose under any conditions whatever.

The top bar of the frame has been dropped 2½ inches at the seat post, making the design more graceful, and at the same time giving better balance and control to the rider. To add to the lowered position, so much in vogue these days, the spring seat post also has been changed to allow a still lower position, and the adoption of a special steel spring for the gooseneck seat post has made the lowered 1912 design even more flexible than that used in 1911.

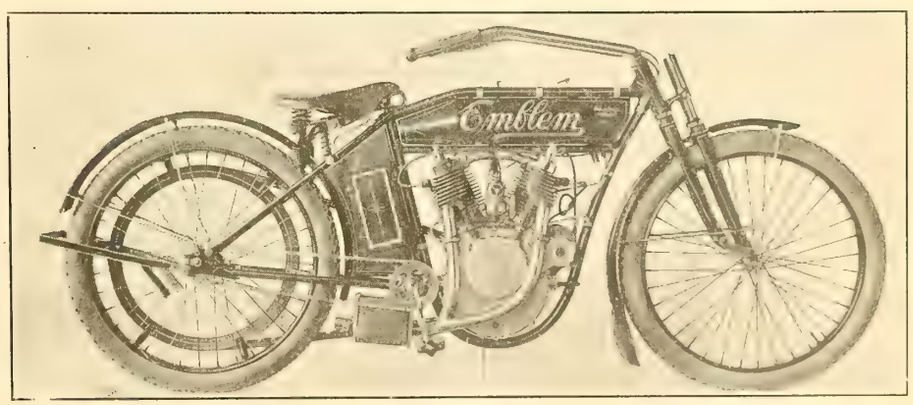
The lowering of the top member of the tube has made it possible to shorten the handlebars, thereby bringing the rider 1½ inches nearer the front. This is claimed to make the machine exceedingly easy to control in unfavorable road conditions, while the lowered saddle position will make falls easier to avoid.

Front forks are longer and give more clearance between the tire and mudguard, so that it is impossible to clog up the opening with mud, and the increased space also will give ample room for repairing a tire without necessitating removal of the wheel. The same feature is applicable to the rear wheel. Rear fork ends also are of a different construction, the stand being fastened to the lower rear end, and when down, is supported by a lug brazed to the lower rear fork. The stand is a considerable improvement over its 1911 counterpart, as it requires only a slight pull backward to lift the machine on the stand. The rear stays have two lugs brazed thereon to permit the attachment of the tandem.

The Emblem tandem is one of the novel developments in the line. Not only is it of neat construction, but the makers claim it is one of the most comfortable tandem attachments yet produced, as well as one of the safest, being integral with the machine. The upper support of the tandem section consists of a yoke which fastens to two lugs, which are firmly brazed, on all 1912 Emblem models. There is also a handlebar stem on which an adjustable bar is fastened. This bar can instantly be dropped when it is desired to use a tandem equipped machine as a single. The adjustable bars make it possible to carry a suitcase or other large package in the rear, or the saddle can be removed in a minute and a flat luggage carier attached. The yoke that passes over the rear wheel is equipped with two large telescopic tubes on each side of the wheel, inside of which are specially made spiral springs 13 inches long, and of ample diameter, which gives the tandem rider an up and down movement of three inches as a maximum, and the springs can be furnished for light, medium or heavy weight passengers. The pedal cranks are curved forward to give the most comfortable riding position obtainable. The rider is seated well over the rear wheel so that steering a tandem model is claimed to be as easy as controlling a single machine.

To return to the frame, the V-belt model is made with the rear stay in one piece, having no offset forgings. The flat belt frames have a detachable forging at the pulley clearance, to permit of the removal of the flat belt.

The design of the tank also has been improved considerably. It appears smaller in size, but the capacity has not been diminished—it still holding two gallons of gasoline and two quarts of oil. The tank fits between the truss bar and the upper tube. A change has been made in the position of the gasoline and oil compartments, the latter now being in front. Lubrication is by force pump, as heretofore, but the removal of the pump to the front of the tank, and the placing of it in a slanting position, make it easy to oil on sandy or rough roads, as the rider can hold his forearm against the left bar and work the oiler. A transparent celluloid cylinder replaces the glass cylinder in the 1911 pumps, and is claimed to be absolutely oil-



THE 1912 TWIN CYLINDER 7 H. P. EMBLEM

tight, while nothing has been sacrificed as far as transparency is concerned.

The tank is made up entirely from 20 ounce copper, reinforced on the inside by brass lugs. The finish of the tank also has been improved. The battery case has been changed and is slightly shorter. It has the same capacity, however, three No. 6 standard dry cells, and a coil. On magneto models this compartment is used for a tool box. The battery case is fastened in a different way than previously, a small forging on the rear stay brace holding it securely.

The 1912 Emblem motors are of the same size as their predecessors, the four horsepower having a bore of 3½ inches and a stroke of 4 inches; the five horsepower, 3¾ inch bore and 4 inch stroke. Cylinders are made from close grained iron and are of the same design as last year, with the exception of the flanges being somewhat lighter, while the interior is ground and lapped to a mirror finish.

Crank cases are made from special aluminum, and the insertion of a new packing makes a positively oil tight motor. The crankcase compression release tube now passes through the cam gear case and opens on the lower side. Pistons are cast of special steel, with convex heads, and the distribution of weight is so arranged as to make them very light and vibrationless. They are also fitted with a ¾ inch hollow wrist pin and are heat treated and ground to size. Cylinder rings are special die castings, ground on three sides, giving generous flexibility. Ball bearings have been increased in diameter. The 1912 twin connecting rod bearing is 4 inches in diameter, or just twice the size of last year's model.

The Emblem still retains automatic inlet valves, believing them best for all around service. The inlet valve has been changed considerably, however, the valve guide being twice as long as in previous models, while the stop has been redesigned to give smoother running. Exhaust valves are made of nickel steel heads and carbon steel stems, the latter hardened to reduce wear, while the valve tappets are made of hardened tool steel. The cam gear has been lightened considerably. On the battery model the adoption of a circular cam will reduce largely the breaking of contact springs. The bearing of the cam has been lengthened one-half inch to give a firmer support.

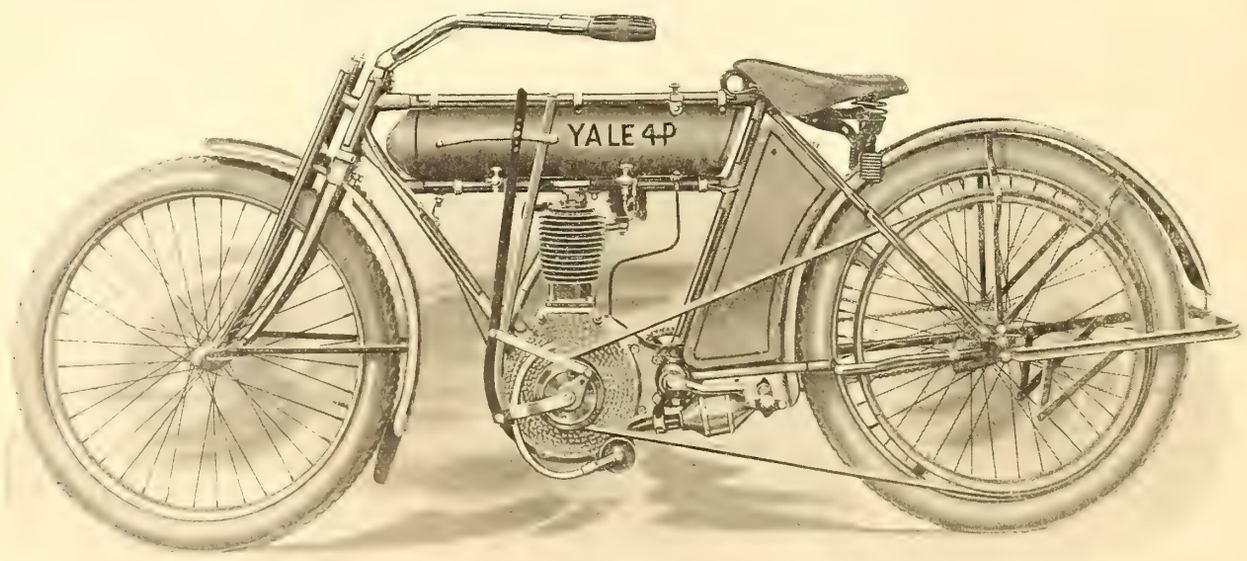
All magneto models will be fitted with Herz magnetos. The new 1912 free engine pulley is of improved design and does not extend outward any further than a flat belt pulley. The disks are larger than those used on the 1911 model, and run in oil, reducing the tendency of overheating. The free engine attachment is offered as a desirable equipment in combination with the tandem attachment.

There will be three models for 1912—two singles of four and five horsepower, respectively, and a twin of seven horsepower. Either flat or V belt will be furnished. The standard colors will be black, carmine and French gray, the last named being a darker shade than was used on 1911 models.

Perhaps the most important new feature, from the purchaser's point of view, is the price. The four horse power battery model will list at $200; the five horsepower at $215, and the seven horsepower, including magneto, at $250. On the single cylinder $25 extra is charged for magneto. Dual ignition will be furnished at a slight additional cost, this feature having been first used on motorcycles by the Emblem Mfg. Co. Free engine pulleys will cost $15 extra, and will be operated by hand lever or grip latch.

A New Member Joins the Yale Family

One absolutely new model—a five-horsepower twin—an entire line of four models equipped regularly with free engine clutches and distinct improvements in the construction and equipment details that partake of the nature of refinements rather than radical alterations are some of the attractive features displayed by the 1912 line of Yale motorcycles, the product of the Consolidated Mfg. Co., Toledo, O.



MODEL 24 YALE, 4 H. P., BATTERY IGNITION, $210

The two singles are identical with the exception that Model 24 is equipped with battery ignition, while Model 24M is the magneto type. The motor is rated at four horsepower, 3¼-inch bore by 3 43/64-inch stroke, giving a piston displacement of 30.46 cubic inches.

The new member of this long-established family will be known as Model 25. It has a twin-cylinder motor, 2¾-inch bore by 3 43/64 inch stroke; piston displacement,

"Every Little Bit Added"—etc.

A YEAR AGO we told our dealers that we were going to take care of them in the matter of deliveries. As usual, we made good our word and Harley-Davidson dealers had little cause for complaint on poor deliveries.

But you will remember in connection with this, how we had to make things move in order to be able to keep pace with the demand our dealers placed upon us for Harley-Davidsons. You will remember how we pushed the work on our last five story reinforced concrete and steel buildings in the middle of winter by erecting an immense wooden shed around the scaffolding, so that the masons could work in zero weather. We simply had to do this in order to get our plant up in time to meet the spring rush.

We have added a large number of new dealers to our selling force since the announcement of our 1912 models, to say nothing of the fact that our old dealers are contracting for on an average nearly twice the number of machines they did last year. We must take care of this additional business and we are going to, and in order to do so we have just closed negotiations whereby we have acquired property adjoining our present plant, which will give us nearly three times the acreage occupied by all our present factory buildings.

Our larger dealers will be glad to hear that along with this new property we have acquired splendid side-track facilities, the lack of which greatly handicapped us during the past season in making their carload shipments.

The present buildings on the newly acquired Harley-Davidson property will be cleared for our contractors just as soon as the former owners can move their machinery, stock, etc., and two immense Harley-Davidson buildings, to cost approximately $80,000.00, will be put up. So you see we are going to take care of our dealers again this year so they can get all the Harley-Davidsons they want, even in the busiest part of the busy season.

Yes, we are growing—and you know why. This year our dealers are going to realize that its easier sailing for them when they represent a concern that is really wide awake—progressive instead of retrogressive.

Harley-Davidson Motor Co.

133 C Street **Milwaukee, Wis.**

43.62 inches; rated horsepower, five. The motor of the seven-horsepower twin, Model 27, is of the same dimensions as formerly—3¼-inch by 3 43/64-inch, and the piston displacement 60.92 inches.

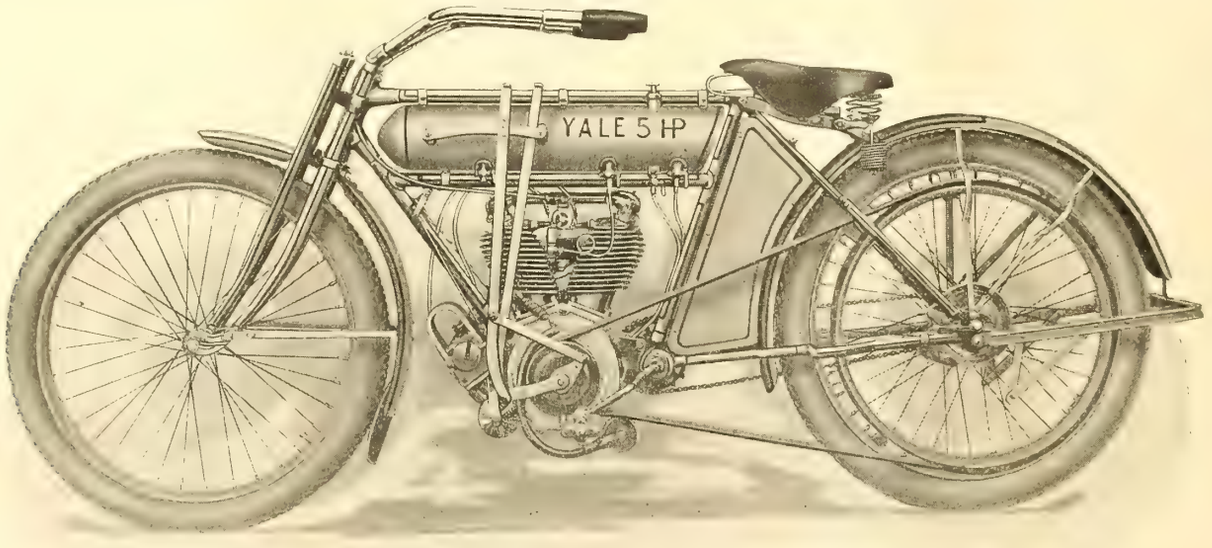
Some special features used exclusively on the twins are: A dual lubricating system consisting of a positive acting gear pump operated by a continuation of the shaft of one of the idler gears, pressure regulated, the force pump retained as auxiliary; priming cocks to facilitate starting, these cocks curely anchored by the extension of the fork-sides upwards beyond the crown and corresponding lugs projecting downwards from the handle-bar forging fitting into the tops of the fork-sides.

The grip control is so devised that the valves may be held open absolutely at the will of the rider. An eccentric yoke of new design and the usual 1½-inch travel in the rear fork-ends permit of rear wheel adjustment sufficient for a 3-inch stretch in the belt. Extra heavy, double ply, 1¾-inch satisfactory in that by means of it the rider is easily, firmly and comfortably seated, insuring perfect control of the machine at all times and under all conditions.

All models are now built to conform to a standard wheel base of 57½ inches.

Heitger carbureter is specified as regular equipment. Bosch magneto on the three magneto models and three dry cells on the only battery model furnish the ignition.

Increased values for the same price and marked reductions are noticeable in the



MODEL 25 YALE, 5 H. P., TWIN CYLINDER, WITH BOSCH MAGNETO, $260

fitted with covers to exclude dirt; and an innovation whereby it is claimed a perfect circulation of the air currents is obtained in arranging the cooling fins horizontally, or parallel with the road.

Tires of larger sectional diameter are used throughout; instead of the usual size, 2½-inch, the regular equipment will be 2¾-inch. Wider mud-guards are noted, they being full 4 inches wide. Heavier gauge spokes, larger head fittings in which ¼-inch balls are used, and improved Adams pattern stand are among the advancements tending to increase the serviceability of all models. The forks and handle-bars have been strengthened and the latter more se-

flat Yale and 1⅛-inch Spartan "V" belts comprise the options on the transmission system.

The latest improved model of the Eclipse free engine clutch, the pioneer in this field, is used on the entire line. The clutch is lever-controlled and is furnished in varying sizes commensurate with the model to which it is applied. All frame fittings are drop forgings "Yale made" and specially heat-treated according to the latest approved methods. Tanks are cylindrical, are reinforced and have capacity for two gallons of gasoline and two quarts of oil. The seat post, of the same pattern as formerly used, is retained, it having proven entirely

following schedule: Model 27, seven-horsepower twin, $285; Model 25, five-horsepower twin, $260; Model 24M, four-horsepower magneto single, $235; Model 24, battery single, $210. Tandem attachment, extra, $20.

Marvel and Curtiss Not Yet Merged.

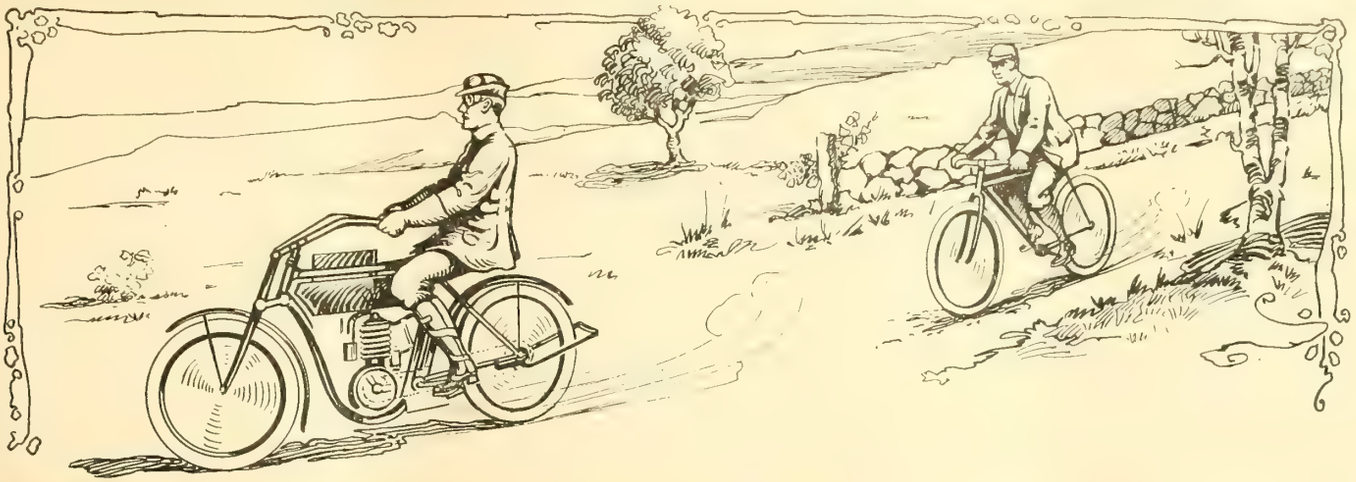
The announcement is made by C. L. Waters, manager of the Marvel Motorcycle Co., that the consolidation of the interests controlling the Marvel and Curtiss motorcycles will not be consummated for two or three weeks, and that pending the final action the Marvel machines will be turned out as usual.

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

FORT WAYNE, INDIANA

Began Manufacturing Bicycle Wood Rims in 1892





Stock Guaranteed

NEW DEPARTURES

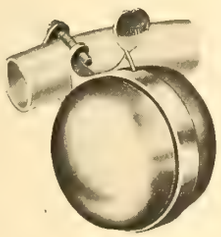
For 1912



Improved coaster brake for bicycles.
Improved coaster brake for motorcycles.
Improved bicycle bells.
Improved knock-out axle motorcycle front hub.



Front hub for bicycles and motorcycles.



Plain rear hub for bicycles.
New Departure cyclometer.
Security cyclometer.

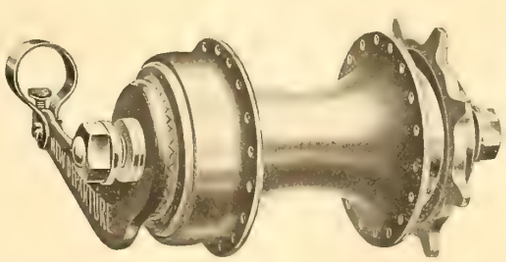
"Perfection" trouser guard.
"New Departure" trouser guard.
New Departure lubricant.

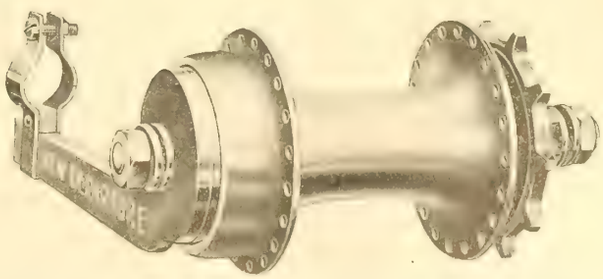


If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.

THE NEW DEPARTURE MANUFACTURING CO.

COASTER BRAKE LICENSORS
Bristol, Conn.



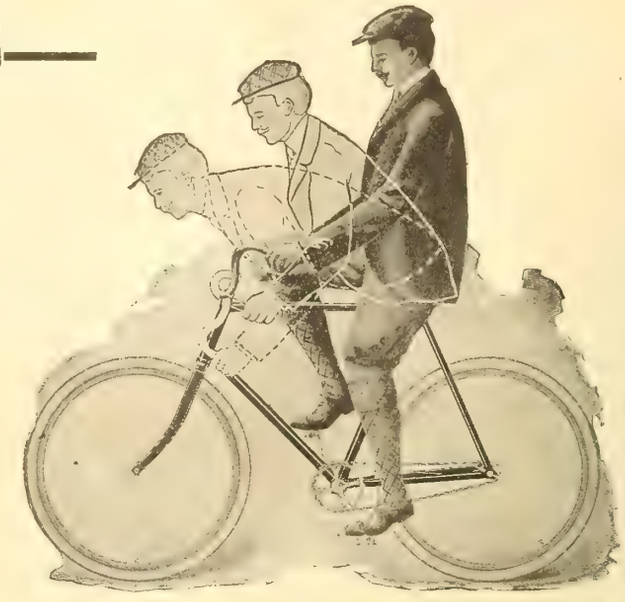


Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

Sales are stimulated when the Kelly is an equipment feature.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.



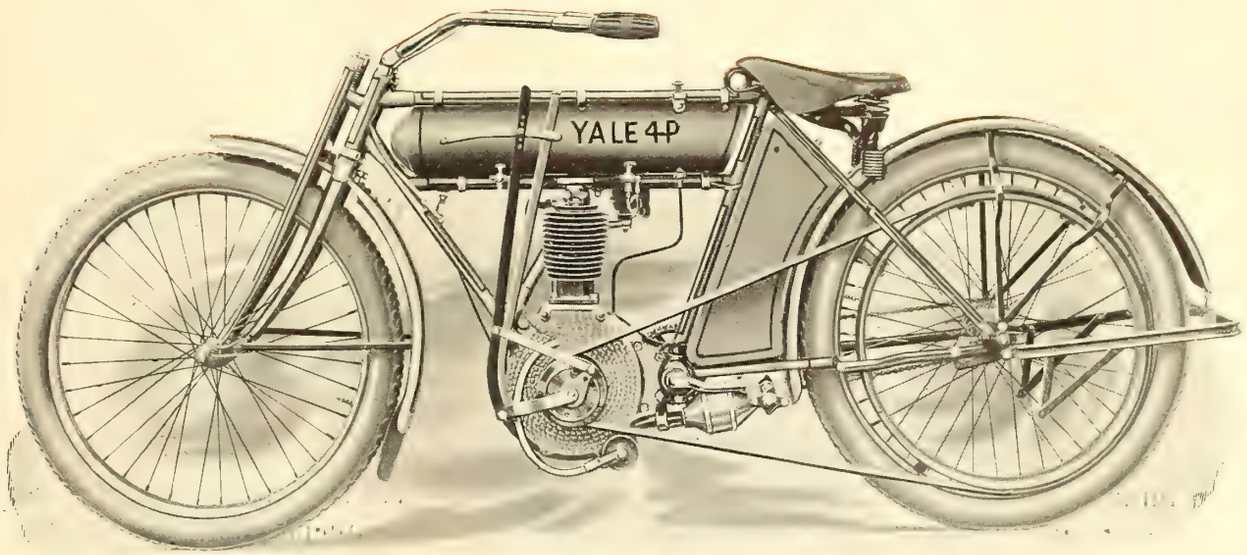
CYRUS JUVENILE

Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we usi g Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

YALE 4P YALE 5P YALE 7P

Four Yale Models for 1912



Model 24 Yale, 4 H. P., Battery Ignition, $210

Wheel base 57½ inches. Eclipse Free Engine Clutch. 3¼ inch bore by 3 43-64 inch piston stroke. Cubic Displacement 30.46 inches. Tires 28 by 2¾ inches. Transmission optional, flat or V leather belt. Tool equipment full and complete, including pump. Saddle, option of Mesinger Standard No. 4 or Eagle Motorcycle Seat. Color, French gray artistically striped with Yale blue.

The four 1912 Yale models present not only the greatest advance in sane construction yet shown, but give the rider a range of choice that has never before existed under one name plate, and cannot be equalled by any other combination of machines now on the market.

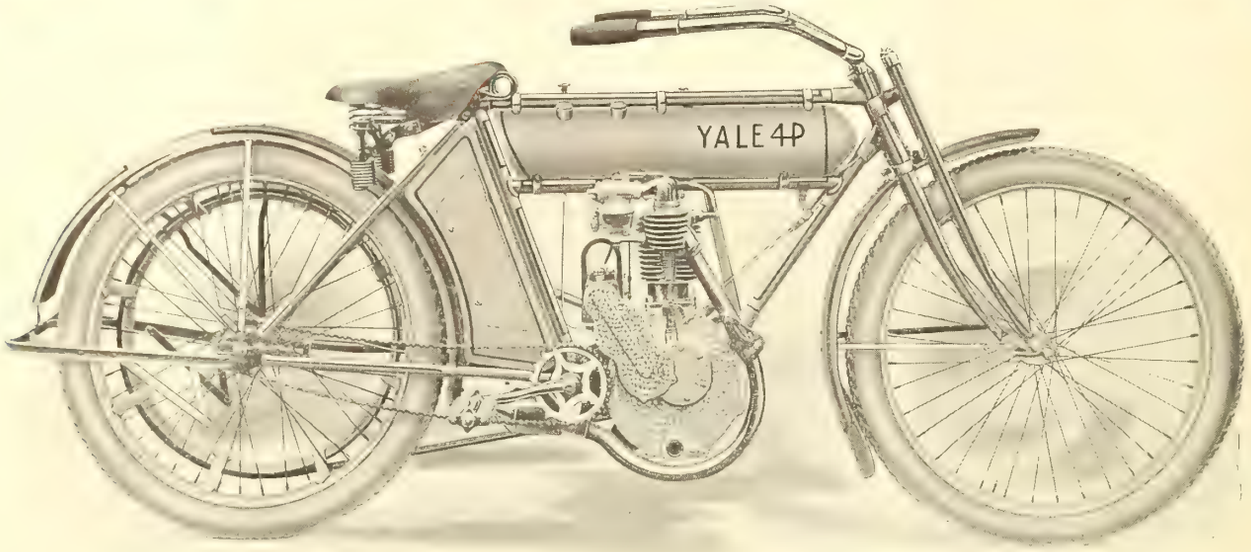
Ten Good Things for 1912 That Are Distinctively Yale

1. Eccentric Yoke.
2. New Front Forks and Handle Bar.
3. Eclipse Free Engine Clutch with Positive Lever Control.
4. Equipment fully Nickeled on Copper.
5. Mechanical Oiler on Twins.
6. Large (2¾ in.) Tires.
7. Extra Wide, Auto Fender Type, Mud Guards.
8. Heavier Gauge Spokes.
9. Priming Cocks on Twins.
10. Improved Grip Control.

2 3-4 inch Tires and Free Engine Clutch on all Models

YALE 4P YALE 5P YALE 7P

YALE 4P YALE 5P YALE 7



Model 24 M Yale, 4 H.P., with Bosch Magneto, $235

Wheel base 57½ inches. Eclipse Free Engine Clutch. 3¼ in. bore by 3 43-54 in. piston stroke. Cubic displacement 30.46 in. Tires 28 by 2¾ inches. Remainder of specifications as shown for Model 24.

Keep in mind as you read the story of the 1912 Yale, the important fact that in this good year of 1911, the Yale won every endurance contest and reliability run of any consequence held in the United States.

Yale Eccentric Yoke

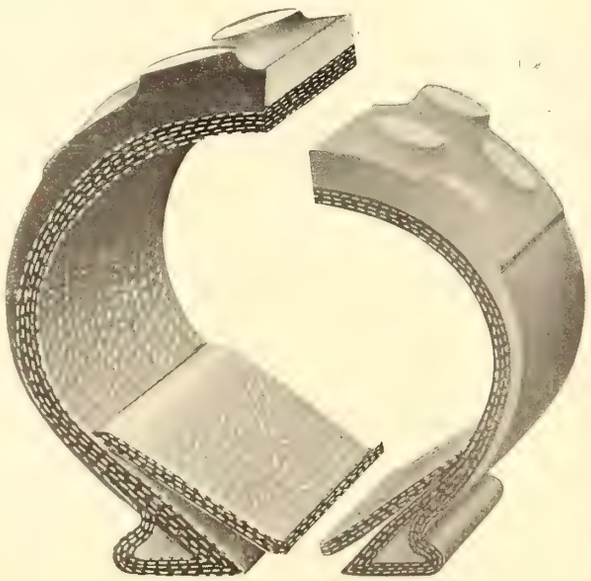
Furnishes an easy and scientific method for tightening the chain without the use of any special tool. One turn of the yoke takes up one link of chain. A full 1½ in. backward movement of the rear wheel is permitted by the slots in the rear fork, and in connection with the eccentric yoke, allowance is made for a 3 in. stretch in the belt. Extra chain links are furnished free by us.

Eclipse Free Engine Clutch

Used on all models. A practical, scientific solving of an important problem. Is extremely flexible, starts easily and gently with any degree of power desired. All speeds controlled by a positive lever arrangement. No flexible joints or loose connections. Adjusted instantly for tension with an ordinary screw driver. This is the only free engine clutch which has stood the test of time, and has been still further improved for 1912. All others are untried experiments.

Stand

Improved extra heavy Adams.



2¾ and 2½ in. Tires Compared

New Yale Fork

An exclusive improvement with which all Yales are fitted. Fork-sides are carried up to handle bar and are anchored on either side of the stem by means of lugs which project downward from the handle bar forging, and fit into the fork-sides' tops. A three-fold anchorage is thus made, which equalizes any shock to the front wheel, and prevents the handle bar from turning. Fork proper and cushion fork are joined by a very powerful straight-line connection. Fork sides are thoroughly reinforced from within.

Heavier Gauge Spokes

In order to be well within the limit of safety for tandem riders, we have increased the gauge of our spokes, and the front wheels now have 36 and the rear 40 spokes. These are of the finest quality of steel ever used for this purpose, and are made to our order and specifications.

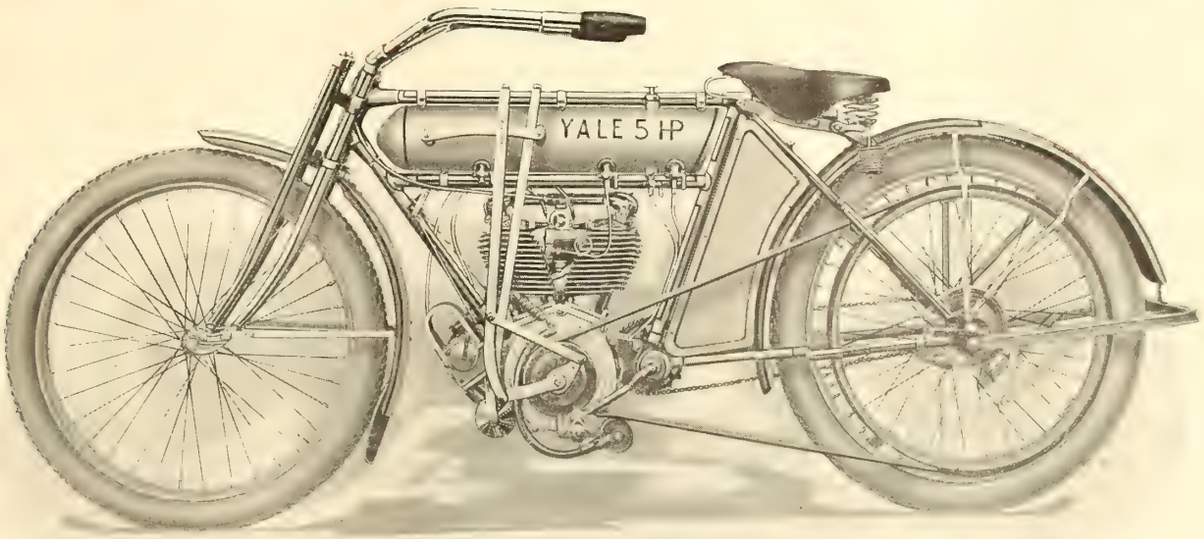
Yale Head Fittings

Are larger than ever before and contain ¼ inch balls. They are turned from the bar to 1-1000 of an inch accuracy and are properly case hardened.

2 3-4 inch Tires and Free Engine Clutch on all Models

YALE 4P YALE 5P YALE 7

YALE 4HP YALE 5HP YALE 7HP



Model 25 Yale, 5 H. P., Twin Cylinder, with Bosch Magneto, $260

Wheel base 57½ inches. Eclipse Free Engine Clutch. 2¾ in. Bore by 3 43-64 in. piston stroke. Cubic displacement 43.62 in. Tires 28 by 2¾ inches. Remainder of specifications as shown for Model 24.

Every seasoned rider in the land is familiar with Yale construction. To those features that have already given the Yale its splendid service record, add mentally the tremendous advantages that come from the advancement in construction of which these pages tell.

Mechanical Oiler on Twins

A perfect dual oiling system. So small that it is mounted on the side of the magneto drive gear train. Is operated by a continuation of the shaft of one of the idler gears. A positive acting gear pump with pressure regulated by a small spring needle valve, which allows excess oil to pass back into the intake side and follow out the cycle of movement as required for perfect lubrication of the parts. As an auxiliary oiler, we retain the force pump.

Auto Fender Mud Guards

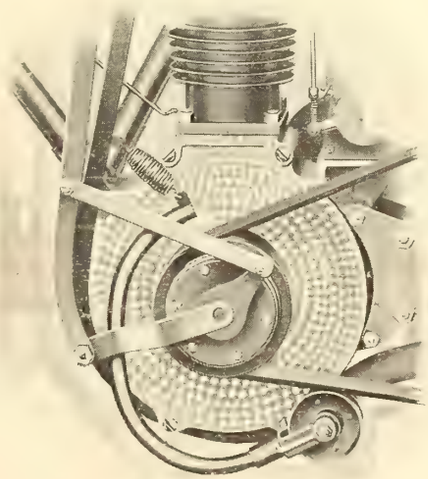
A very desirable addition and rendered necessary by the Yale's big tires. They are full 4 in. wide, and afford perfect protection under all circumstances.

Priming Cocks

The priming cocks on the twins provide for easy starting, and are fitted with covers so that dirt cannot accumulate about them when not in use.

Ignition Systems

The Bosch Magneto is used on all Yale twin and magneto machines. On the battery machines we use three dry cells and a dependable coil.



Eclipse Free Engine Clutch

Larger and Better Tires

A necessary provision in view of the increasing vogue of tandem riding. Yale tires are really small automobile tires, and are 2¾ in. instead of the customary 2½ in. This gives 10 per cent. more air for cushioning purposes and 300 lbs. carrying capacity per tire, which is one-third more than the 2½ in. tires. They may be ridden softer than a smaller tire, have more resistance to skidding, are less likely to rim cut, are more comfortable for the single rider, have increased fabric as well as more rubber, and weigh only 18 ozs. more than common tires.

Cooling Fins on Twin Cylinders

Are now arranged so that the planes of the fins will be parallel with the road. Note the illustration showing twin power plant. This Yale innovation gives a perfect air current circulation along natural lines.

Improved Grip Control

We use a new locking device which holds the valves open absolutely at the will of the rider.

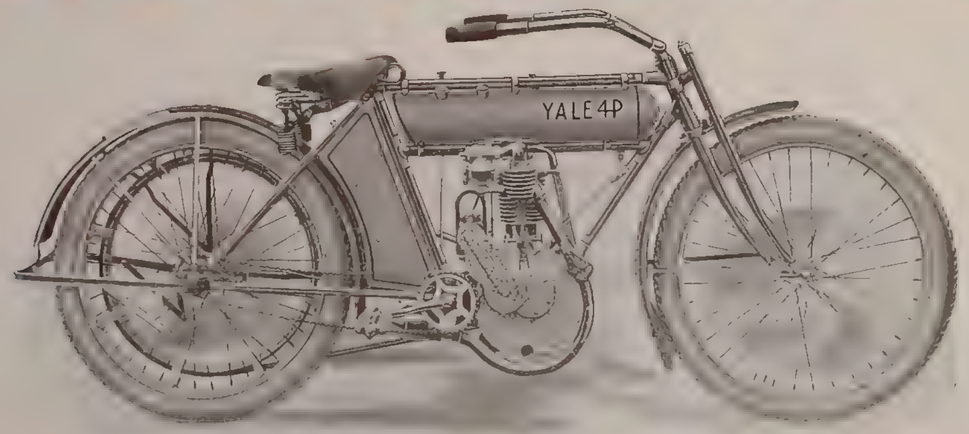
Brakes

Eclipse motorcycle coaster with option of Corbin band.

2 3-4 inch Tires and Free Engine Clutch on all Models

YALE 4HP YALE 5HP YALE 7HP

YALE 4P YALE 5P YALE 7P



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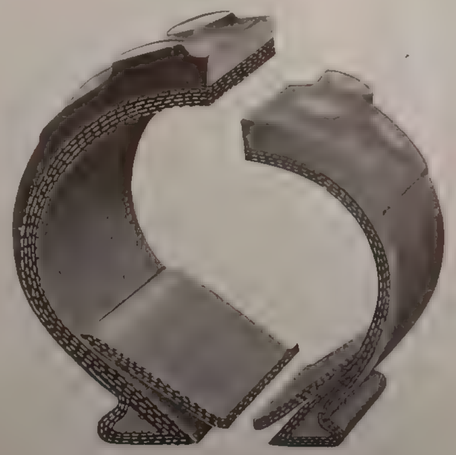
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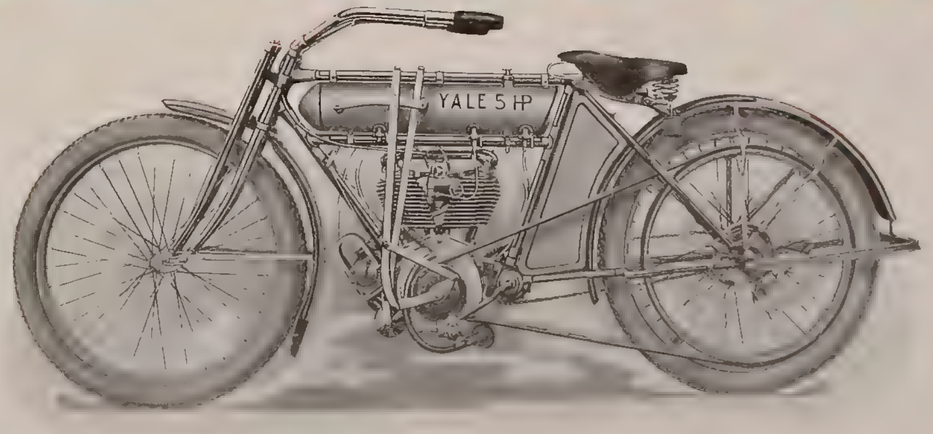
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YALE 4P YALE 5P YALE 7P

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Model 25 Yale, 5 H.P., Twin Cylinder, with Bosch Magneto, $260

Wheel base 57½ inches. Eclipse Free Engine Clutch. 2¼ in. Bore by 3 43-64 in. piston stroke. Cubic displacement 43.62 in. Tires 28 by 2¾ inches. Remainder of specifications as shown for Model 24.

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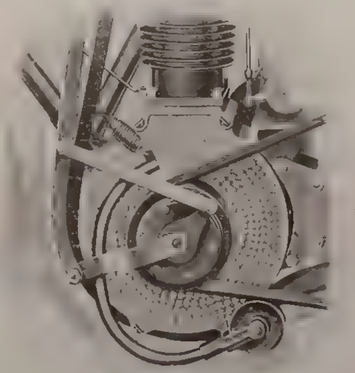
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We use a new locking device which holds the valves open absolutely at the will of the rider.

Brakes

Eclipse motorcycle coaster with option of Corbin band.

2 3-4 inch Tires and Free Engine Clutch on all Models

YALE 4P YALE 5P YALE 7P

YALE 4HP YALE 5HP YALE 7H

2 3-4 inch Tires and Free Engine Clutch on all Models

Model 27 Yale, 7 H.P.

Twin Cylinder with Bosch Magneto

$285.00

Wheel base 57½ inches. Eclipse Free Engine Clutch. 3¼ in. bore by 3 43-64 in. piston stroke. Cubic displacement 60.92 inches. Tires 28 by 2¾ inches. Remainder of specifications shown for Model 24.

The story of the Yale is one of progress – of development along proved lines—of a policy that has never yet offered an untested, radical change. Yale riders run no risk. Our laboratory and road tests absolutely safeguard them against any raw, untried flounderings in construction.

A Safe, Dependable Seat Post

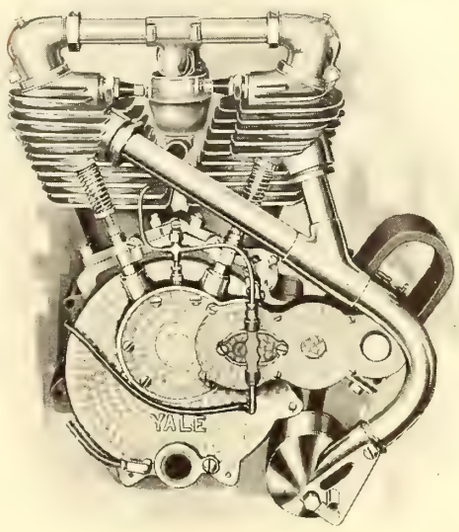
We retain the old tried and true hold-fast seat post. The rider who is not firmly and easily seated cannot possibly have perfect control of his machine. Our saddles are of the very best, most comfortable type, as will be seen from the option given in the specifications of the different models.

Tandem Attachment

Very comfortable and efficient. Furnished complete ready for attaching, for $20.

Transmission System

Flat or V leather belts as desired. Yale flat leather belts are 1¾ inches wide and **extra heavy** double ply. Our V belt is the celebrated 1⅛ in. Spartan. On all flat belt models, the rear belt rim is lagged with an endless piece of leather securely fastened by our process.



Yale Twin Power Plant

Our Own Drop Forgings

All fittings are drop forgings made by us from steel of the finest quality used for this purpose, and are properly heat treated, which is the practice of the makers of the highest grade automobiles. There are no malleable iron castings or pressed steel fittings employed in the construction of the Yale.

Reinforced Tanks

All Yale models have heavy reinforced cylindrical tanks with 2 gal. capacity for gasoline and 2 qts. of oil.

Muffler

Fitted with cut-out on all models. The improved Yale mufflers when closed are silent and are of ample size for emission of burnt gases.

All machines go ready to ride—with handle bars and saddles attached.
Our new design crate allows this great improvement.

A little territory left for the best agents.
Write for advance literature today.

THE CONSOLIDATED MANUFACTURING CO.

1709 Fernwood Avenue **TOLEDO, OHIO**

YALE 4HP YALE 5HP YALE 7H

DE ROSIER AND HART IN COLLISION

But Amateur Champion Was the "Innocent Bystander"—Both Injured at Guttenberg Sunday Meet.

For the first time in the history of American motorcycle racing, the professional and amateur champions both were "knocked out" simultaneously at Guttenberg, N. J., on Sunday, 29th ult., when Jake DeRosier, coming into the lower turn at a terrific gait, went towar dthe outside and struck Frank Hart, who was standing there, before the latter could get out of the way. Hart dropped with a double fracture of a leg near the ankle where the pedal of DeRosier's machine struck him, and Jake and his machine turned three "cartwheels." DeRosier escaped with a sprained ankle and a severe shaking up.



FRANK HART, THE AMATEUR CHAMPION

Hart was rushed first to the North Hudson hospital, and later to St. Luke's in New York, where he is at present and progressing well. DeRosier refused to go to a hospital, and after a few days' confinement now is able to be about. The escape of both men from death was miraculous. The crash occurred in the second round of the five-mile professional when Mercier and Cox, the new professionals, were leading and setting a very warm pace, and Jake decided to "go get 'em."

After two postponements the meet finally was favored with ideal weather and a record crowd of over 4,000 turned out. When Hart was eliminated J. U. Constant had things pretty much his own way and took two firsts. He was beaten in the miss-and-out by Costello on a Merkel, who did some very good riding. If Costello had had more speed he would have won oftener, for he uses his head to good advantage.

DeRosier's retirement left Ferd Mercier, L. H. Guterman, J. J. Cox and W. L. Coursen to fight for the money events. Cox took the 10-mile handicap, the feature event, and Mercier won the five-mile in which the accident occurred. Cox and Constant were caught several miles in 0:57. There was warm scrapping in the trade rider and professional events. Ralph De Palma drove a three-mile exhibition in a light racing car. Summary:

Three mile novice—Won by J. A. Gaucher (Indian); second, G. A. Smith (Indian); third, W. M. Annis (Indian). Time, 3:29.

Five mile miss-and-out, trade riders, 61-inch class—Won by M. Costello (Merkel); second, J. U. Constant (Indian); third, J. Buckingham (Harley-Davidson). Time, 4:55.

Five mile professional, 61-inch class—Won by F. Mercier (Indian); second, J. J. Cox (Indian); third, L. H. Guterman (Indian). Time, 4:57⅕.

Five mile, private owners, 61-inch class—Won by G. A. Smith (Indian); second, G. C. Haas (Indian); third, W. M. Annis (Indian). Time, 5:44.

Ten mile handicap, professional—Won by J. J. Cox (Indian); second, W. L. Coursen (Indian); third, F. Mercier (Indian). Time, 10:56⅕.

Five mile handicap, trade riders—Won by J. U. Constant (Indian); second, M. Costello (Merkel); third, J. A. Gaucher (Indian). Time, 5:00.

Three mile free-for-all—Won by J. U. Constant (Indian); second, M. Costello (Merkel); third, J. A. Gaucher (Indian). Time, 3:02⅖.



"JAKE" DE ROSIER ON HIS NEW EXCELSIOR

Bosch to Advertise from Main Office.

After November 1st the advertising and publicity department of the Bosch Magneto Co. will be located at the main office, 223-225 West 46th street, and the office now occupied by this department on 54th street will be discontinued. Mr. A. H. Bartsch will be in charge as heretofore. This change has been made possible by the extensive alterations throughout the entire Bosch building.

UNITED CYCLISTS GET TO WORK

Appoint Committee on Olympic Games—Subscription List Started—Elimination Races to Begin Soon.

Auspicious in a marked degree is the start given the proposition recently suggested in the columns of The Bicycling World and Motorcycle Review to formulate plans to provide funds for and send a bicycle team to the next World's Olympic Games at Stockholm, Sweden, in July, 1912.

At a meeting on Wednesday, November 1st, of the United Cyclists, New York's live, hustling and youngest cycling organization, the question was thoroughly discussed from every possible angle, with the result that a committee of ten, six of whom were appointed, was brought into being and authorized by the organization to confer at once with the American Olympic Committee and to work in conjunction with it in the matter of raising the funds necessary to send a complete team of cyclists.

The members so far assigned to the Olympic Bicycle Race Committee, as it will be known, are R. F. Kelsey, chairman of the Board of Control, N. C. A., and member of the American Olympic Committee; Harold J. Dibblee, to whose efforts was due entirely the sending of the American cyclist team to the Olympic Games last held in London; W. R. Stroud, of The Bicycling World; William Van Den Dries, N. Y. A. C., American amateur champion of 1907; Franklin Fisher, S. A. A. C., and H. A. Gliesman, all of New York City. The remainder of the committee will be appointed at an early date.

The committee immediately took up the consideration of plans to promote a series of race meets, both indoor and outdoor, the proceeds to be applied to a subscription list that will hereafter be run in the columns of The Bicycling World. Try-outs and elimination races are also being planned to be run in various sections throughout the United States, with finals to be run in or near New York City.

The general rules governing the Olympic bicycle race, which will be for a distance of 200 miles around Lake Malar, Stockholm, Sweden, are as follows:

The race will be partly team and partly individual; scoring in both divisions will be done simultaneously. The contestants will start singly at intervals of three minutes. The maximum number of competitors allowed from each nation is twelve. All entrants must be registered as amateurs with the sport controlling body, that in the United States being the National Cycling Association.

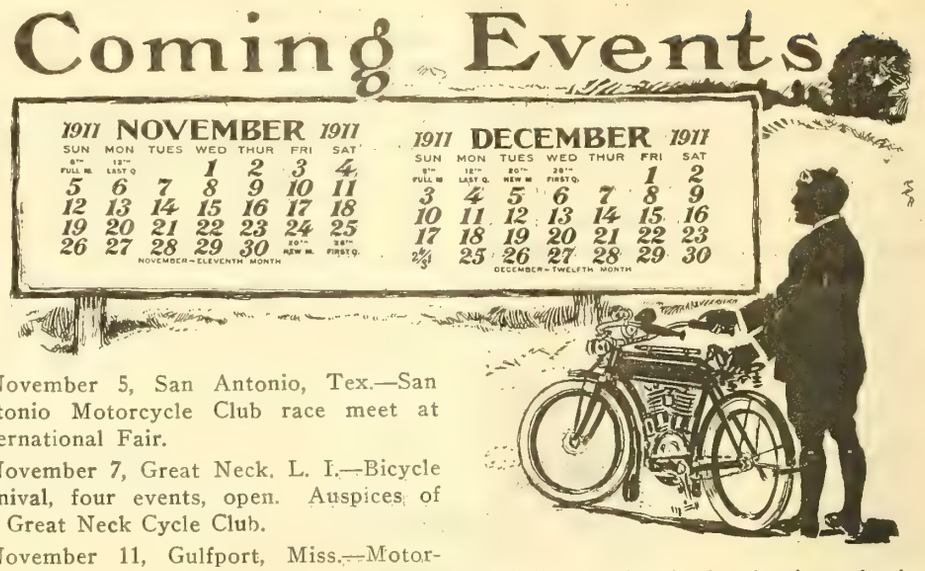
The team competition will be so arranged that the best four from each nation will be considered to form a team, and the total time of the four shall decide. Nine riders may be entered by each nation in the team competition; six to start, three to be held in reserve and the score of four to count in determining the order of finish.

Prizes in the individual competition will be gold, silver and bronze Olympic medals for first, second and third, respectively. Every non-prize winner whose time does not exceed that of the winner by 25 per cent. will receive a special diploma of merit. The winning team will receive an Olympic diploma, and each member a silver-gilt Olympic medal; to each member of the second team a silver Olympic medal, and to the third team, individual bronze Olympic medals.

The entries close June 7th, 1912. Start of the race, 2 a. m., Sunday, July 7th, 1912.

The subscription list is headed by the contribution of $10 by B. A. Swenson, a prominent dealer and rider of bicycles and motorcycles located at Providence, R. I. The second subscription to be received is that of H. A. Gliesman, of the Tiger Cycles and Aeroplane Co., 782 Eighth avenue, New York City. All donations and subscriptions sent to either The Bicycling World or W. R. Stroud, secretary of the United Cyclists, New York City, will be promptly acknowledged in the columns of The Bicycling World. Every manufacturer, dealer and cyclist in the country is urged by the committee to send in his subscription at once, so that an active, systematic campaign can be immediately inaugurated. J. A. Hall, the president of the organization, was voted full power to act in the campaign for an American bicycle team, preliminary to the completion of the general committee, and stated that he believed that the manufacturers, dealers and cyclists would be prompt in responding to the call for subscriptions.

Coming Events



November 5, San Antonio, Tex.—San Antonio Motorcycle Club race meet at International Fair.

November 7, Great Neck, L. I.—Bicycle carnival, four events, open. Auspices of the Great Neck Cycle Club.

November 11, Gulfport, Miss.—Motorcycle races at Gulf Coast Fair; open.

November 12, Floral Park, L. I.—Ten mile handicap road race, Century Road Club Association, Eastern Division. Rain date November 19th.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

December 11-16, New York City, N. Y.—Madison Square Garden—Nineteenth annual international six days' professional bicycle race.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

March 4th-11th, Denver, Colo.—Motorcycle and automobile show in Auditorium.

Keyes Joins the Silent Majority.

Atwood B. Keyes, inventor of the K. & C. lock joint rim and superintendent of the factory of the K. & C. Mfg. Co., of Henniker, N. H., for 13 years, died at his home after a long and painful illness on October 14th. Mr. Keyes was born in Princeton, Mass., in 1850. At an early age he went into the chair business, but his inventive genius and mechanical ability soon brought him into contact with other lines of the wood-working industry. For several years he was engaged with the New Haven Wheel Works, New Haven, Conn. He was instrumental in organizing the K. & C. Mfg. Co., manufacturing bicycle rims, the patents on the machines and product being the result of his inventiveness. In 1909 he superintended the erection of machinery of the Tucker-Lovell Co., at Bingham, Me. This was his last active work.

"Bosch, as usual," seems a trite phrase for calling attention to the frequent triumphs of this well known magneto in motorcycle contests. Its latest achievements are as equipment on the winning machines in all of the Canadian motorcycle championships and other races recently run at Toronto, as well as on the winners in the trade rider, private owner and all special award classes in the Wetsern Endurance run at Chicago.

HOMER PIGEON ON ENDURANCE RUN

Toronto Club Uses One on Its Initial Long Distance Tour—Arithmetic Needed to Disclose Winner.

The very first endurance run of the Toronto Cycle Club was held starting Saturday, October 28th, when almost 40 riders set out on a 263-mile tour of the province, passing through Hamilton, Brantford, Woodstock, London, Stratford and return. Three days were spent on the trip, the finish being made on the following Monday, which was Thanksgiving Day for the Dominion. The endurance run was for a $350 trophy put up, along with several other prizes, by the Dunlop Tire & Rubber Goods Co. Through the courtesy of Fred Hambly, of the Royal Canadian Homing Pigeon Club, a homer pigeon was taken along and liberated on the afternoon of the second day, the bird carrying a message back to Toronto, which was announced at the automobile and bicycle meet held at the fair grounds the next day. Fine weather prevailed for the whole of the journey, and a huge time was afforded the participants. Practically every make of motorcycle, both American and British, represented in Canada was started in the test, the winner of which will be announced after the racing committee of the Toronto M. C., aided by a few adding machines, figures out the result. W. M. G.

Canadian Club Decides to Join F. A. M.

For the purpose of showing the Federation of American Motorcyclists that they are acting in good faith, the members of the Toronto Motorcycle Club decided, at a meeting held the latter part of October, to apply to the American governing body for affiliation. It is the intention of the Canadians to join the F. A. M., and then, when they are strong enough, to ask to be allowed to arrange self-government for all Canadian clubs. By doing this the Toronto club will secure more attention, it was thought. The Toronto club will hold its events under F. A. M. auspices in future until the time is ripe for the creation of a Canadian body.

A few months ago the Northerners let an awful yelp when it was learned that the Federation had "annexed" Canada and the recent change in policy came as a thunderbolt from the blue sky. The club now has a membership reaching almost to 150. W. M. G.

Hodgin Returns From 1,200 Mile Trip.

Nelson J. Hodgin, who will be remembered as the man who rode from Indianapolis to Chicago and return, a distance of 410 miles, in a little over 14 hours, has just returned from a 1,200-mile motorcycle trip through Indiana and Wisconsin. Hodgin, about 10 days ago for a recreation tour with the intention of visiting the Hendee and Excelsior establishments at Chicago and the Harley-Davidson factory at Milwaukee.

The trip to Chicago was uneventful, the roads were good and the weather ideal for fall touring. The tourists were not treated so gently in Wisconsin, as they had a touch of winter in Racine and Milwaukee. The snow was just heavy enough to short-circuit their unprotected terminals and to make the going extremely slippery. No accidents marred the trip, however, the riders not even experiencing a puncture, which is considered quite an accomplishment for three riders on a 1,200-mile trip. Hodgin while in Chicago became infatuated with William Grepp and Fill Brown, two business men of the Hoosier capitol, left with a two-speed seven-horsepower Indian and straightaway emptied his pockets and purchased same. This is the first two-speed Indian in Indianapolis, and it is attracting more than the usual amount of attention, and, of course, Nelson is as proud as a schoolboy with a new suit. Grepp and Brown stopped off at Rochester, Ind., to spend part of their vacation in pursuit of the finny tribe.

Race Track Proposed for Waterloo, Ia.

Motorcyclists of Waterloo, Ia., are endeavoring to raise a fund to build a race track at Cedar River Park. Some time ago the park commission laid out a half-mile track at the park, but the work never progressed beyond this stage. Desiring to hold races, the riders now want the track finished, and are doing something besides wishing to bring about such a result.

EXTRA! "SPEED QUEEN" DISCOVERED

Dolly Adelman Wins Empty Title at Columbus—Unsanctioned Meet Provides Many Thrills.

Miss Dolly Adelman, on an Indian, was the star of the ladies' motorcycle races held on the one-mile dirt track at the Columbus (O.) Driving Park on Sunday afternoon, October 29th. Miss Adelman easily proved her right to be called "Speed King," or rather "Speed Queen," from her performance in the 10-mile event for the track championship. Leda Leslie, riding an Indian, proved Miss Adelman's strongest rival in her race for the championship and a handsome silver trophy. Miss Adelman demonstrated the fact during the afternoon that she could ride fast miles, as lap after lap she tore about the oval in 1:01 and 1:02. Miss Leslie also deserves a great deal of credit for her fast riding in the different races.



MISS DOLLY ADELMAN, "SPEED QUEEN"

The first event on the afternoon's card was a five-mile open one for boys. There were many starters and consequently things were not "mixed up" at the start. After the first quarter the field became sorted out, with S. H. Karins, on a Bradley, in the lead. This was the first public appearance of the Bradley on a local track, so the interest centered about it. Karins led the field until the fourth mile, when Otto Tresmer, on an Indian, and the Bradley rider came down the straightaway wheel to wheel. The Indian rider forged to the front, however, and crossed the finish a winner by about 50 yards.

The next event was a five-mile open one for ladies. Dollie Adelman made a bad start and was passed by Leda Leslie on an Indian, but the former rider "put-puted" it right into first place at the half-mile pole. From this point the riders see-sawed back and forth in a manner that made the race intensely interesting. On the fourth mile both riders were close to each other, and each held her relative position until Leda Leslie on an Indian passed Dollie Adelman, also on an Indian, at the four and three-quarters mark. Leda Leslie won the race by the margin of 20 yards.

In the 10-mile handicap race Karins, on the Bradley, was given a three-fourths mile handicap on Otto Tresmer, on an Indian. The race proved a walk-away for the Indian rider, as Tresmer passed Karins on the sixth mile, and almost lapped him again at the finish.

Miss Dollie Adelman, on an Indian, was bested by a foot runner in the novelty race. The runner had a handicap of seven-eighths of a mile, however.

Miss Adelman proved an easy winner over an automobile in the next event. The automobile was given a one-fourth mile handicap, but was bested by at least a fourth of a mile at the finish.

The last event of the afternoon was one over a course of 20 miles. Dollie Adelman and Leda Leslie flew about the track for several laps with positions equal. On the eighth mile Miss Adelman stopped for a repair and lost a lap. In the tenth mile Miss Adelman was forced to stop, as she broke the oil pipe on her machine. Miss Leslie then proved to be an easy winner over Lucile Adelman, covering 14 miles in 16 minutes.

The races were held primarily to decide which rider will compete in a series of races to be held this winter to decide the lady championship of the world. Miss Adelman, from her daring and consistent riding in to-day races, will prove undoubtedly a foe worthy of any rider seeking championship honors. Of course the meet was not sanctioned by the F. A. M. The summaries:

Five mile open for boys—Won by Otto Tresmer (Indian); second, S. H. Karins (Bradley); third, A. Tresmer (Indian). Time, 6:40⅖.

Five mile open for girls—Won by Leda Leslie (Indian); second, Dollie Adelman (Indian). Time, 5:45.

Ten mile handicap—Won by Otto Tresmer (Indian); second, S. H. Karins (Bradley); third, A. Tresmer (Indian). Time, 11:23⅖.

Ten mile ladies "track championship"—Won by Dollie Adelman (Indian); second, Leda Leslie (Indian); third, Lucile Adelman (Indian). Time, 10:29⅕.

Motorcycle-automobile race—Won by Dollie Adelman (Indian).

Twenty mile for women—Won by Leda Leslie (Indian); second, Lucile Adelman (Indian). Time, 23:05¾. H. C. Q.

BAKER ON INDIANAPOLIS SPEEDWAY

Tries for Non-Stop Mark, but Nail Spoils Attempt—Surface Good—Makes Mile in 47 Seconds.

Some interesting trials have just been completed by Erwin G. Baker on the Indianapolis Motor Speedway. Baker carted several racing machines out to the famous race course where he intended to demonstrate to the doubting Thomases that the surface of the two and one-half mile course is well adapted for motorcycle racing. It has been the contention that speedway surfaces are too rough for the two-wheeled racing machines, but Baker's successful experiment proved that the local track is as well fitted for motorcycle racing as any track in the country.

About two months ago Baker attempted to set up a non-stop mark, and for this purpose used a stock seven-horsepower Indian with regular tires, saddle, fork, etc. Although his trial was spoiled in the 75th mile when a nail punctured his tire, the test proved beyond a doubt that long distances are not injurious to either the machine or the rider. Although there is some vibration, it is not pronounced enough to worry or tire the rider, and the extremely wide turns, which are well banked, make the course practically a straightaway. The 75 miles were covered at the rate of 60 miles per hour.

His recent tests were more for speed than for distance, and for this purpose he used a stripped stock seven and a ported seven-horsepower Indian. The ten miles on the stock machine were negotiated in 9.03 and the timers caught one mile in 54 seconds flat. Employees of the automobile companies who use the speedway for testing purposes held the stop-watches, and as they are continually timing the stock and racing automobiles the time is considered authentic. The mile time trial with the ported seven was made in a fraction over 47 seconds, and Baker says that the resistance caused by an extremely high wind was responsible for five or six seconds which could have been cut off this mark. He sees no reason why board track time cannot be made on the smooth surface of the local course.

His trials have been watched with interest by members of the Indiana Motorcycle Club, and it is probable that they will make a bid for the 1912 F. A. M. meet.

Turner Wins Four Out of Six Starts.

Clarence Turner was the shining star of the motorcycle races held at South Park, Cal., on the 15th ult. Entered in six races, Turner took first place in four events and second in one. The five mile match race was a nip-and-tuck affair all the way, the riders constantly seesawing for position. On the final turn Turner took the lead and gaining a trifle on the stretch won the race by three yards.

The summary:

Five miles, free-for-all—Won by Turner; second, Eyke. Time, 6:06⅖.

Three miles, 4 H. P. machines—Won by McNew; second, Bedeur. Time, 4:46.

Three miles, 5 and 6 H. P. machines—Won by Eyke; second, Lundbard. Time, 3:52⅖.

Five miles, 7 H. P. machines—Won by Turner; second, Eyke; third, Lundbard; fourth, Hall. Time, 6:00⅗.

Novelty race, one mile (riders making one lap of track, deflated and pumped up one tire and finished mile)—Won by Hall; second, McNew. Time, 4:00⅗.

Five mile match race—Won by Turner; second, Lundbard. Time, 6:20⅗.

Australian pursuit race, five miles—Won by Lundbard; second, Turner. Time, 6:14.

Three mile professional—Won by Turner; second, Eyke. Time, 6:48⅖.

Two mile tandem—Won by Lundbard; second, Lowenthal. Time, 3:08⅖.

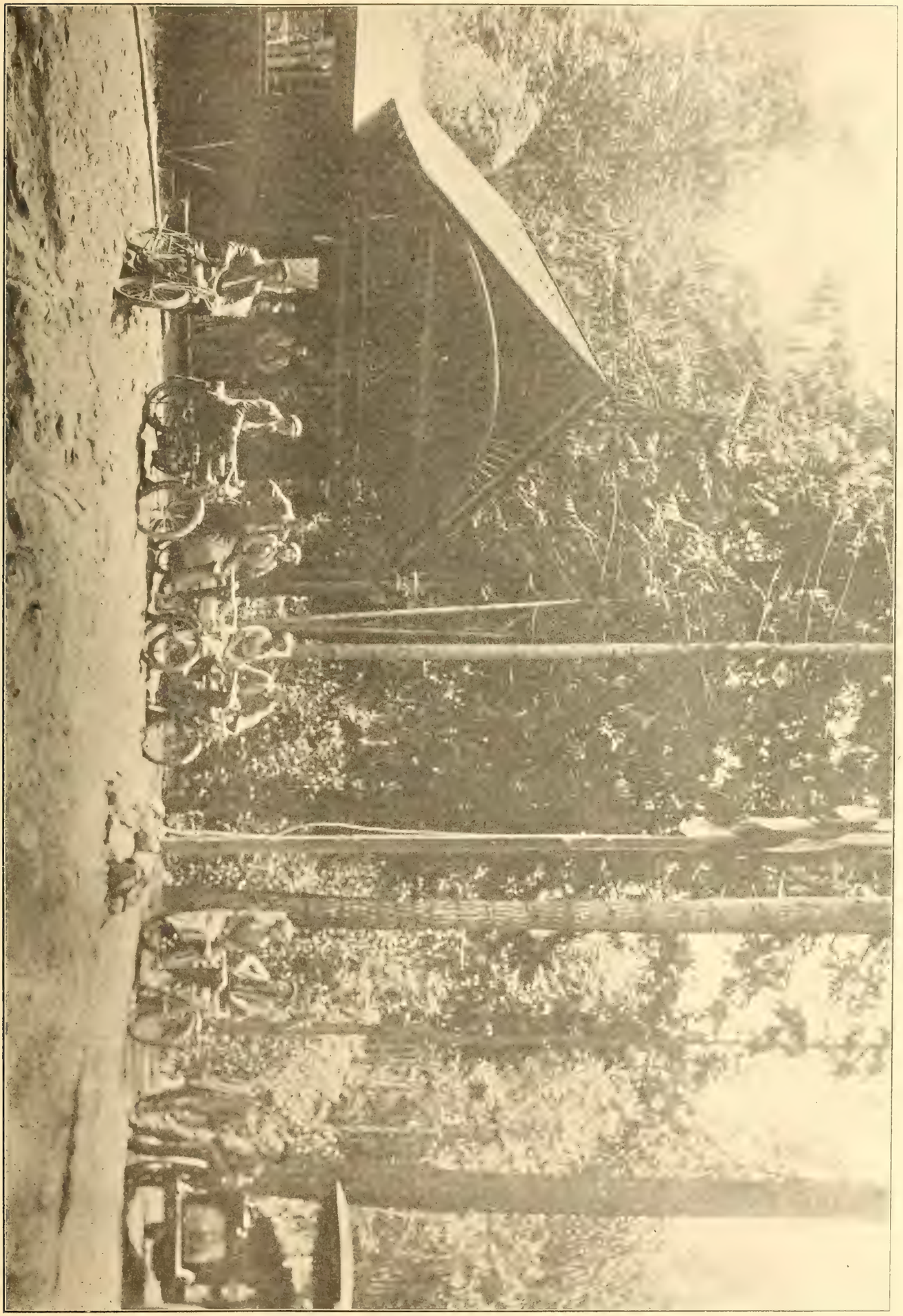
Swenson Shows Them How to Do It.

On Sunday, October 29th, a number of Providence motorcyclists made the annual visit to Tarbot, the Dahlia King, in West Greenwich. This trip is an annual event, but as part of the route is over the worst roads of the State it is not often that any rider will visit the place more than once, except B. A. Swenson, who has made the trip annually during the past eight years. This year everyone walked from one to two miles, slipping the clutches and doing a little pushing—that is, everybody but Swenson, who has made three trips through the worst part and did not have to walk a step.

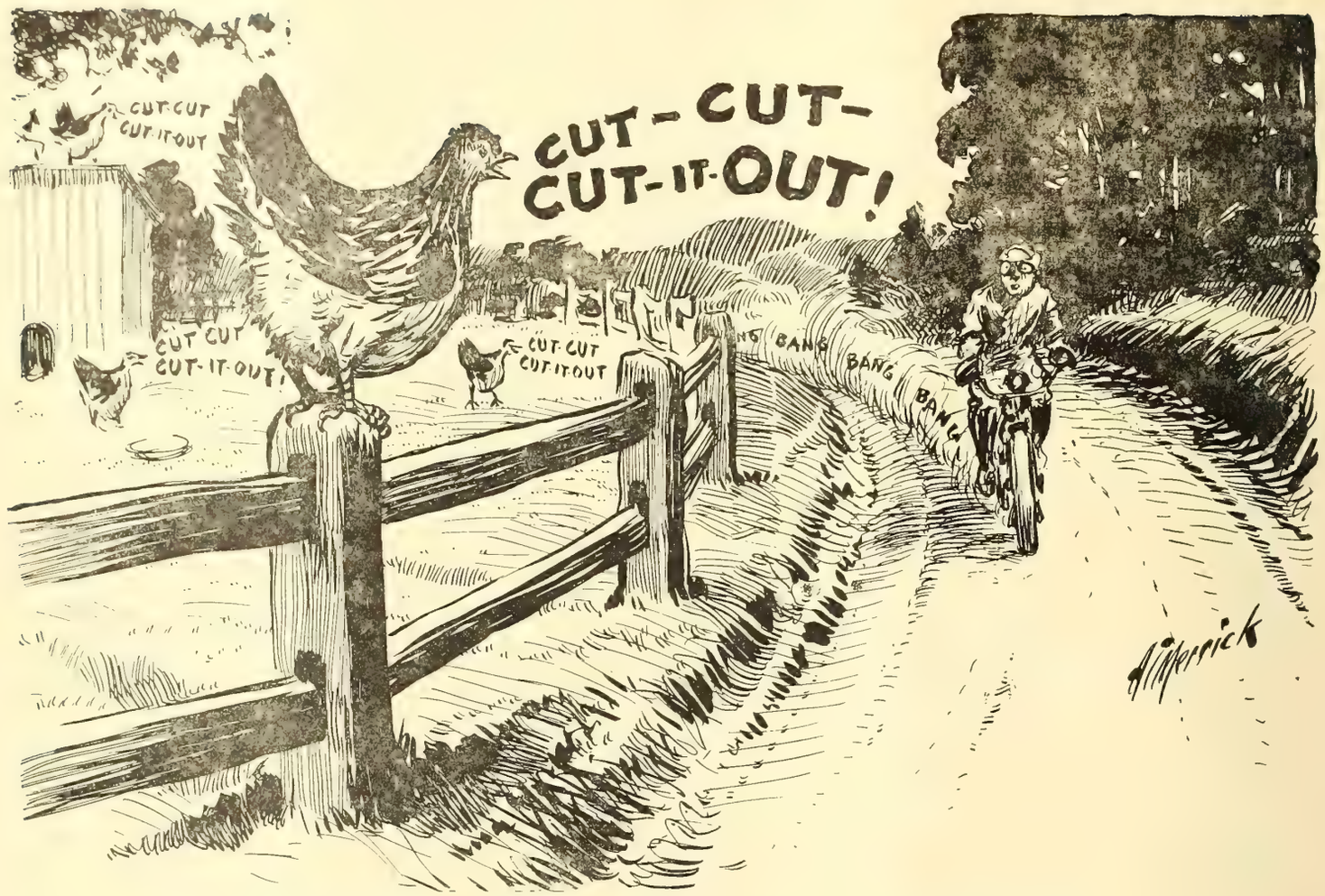
He was mounted on an Indian two-speed four-horsepower, and to say that he was the envy of a good many of the other riders is putting it mildly. The road is a very narrow one, and for about four miles from Crompton is uphill, very sandy and covered with rocks and boulders. Reaching Mr. Tarbot's place, they were royally entertained with something good to eat and drink, and after a short time they started the return via East Greenwich, six miles of down grade and of slightly better roads.

Crescents Still Keep Up Good Work.

The Crescent B. C., of Baltimore, held its second fall century last Sunday, the run being to Fort Myer, Va., and return. Eight members made the trip—Alfred J. Baker, Charles H. Thoms, Langdon M. Sanborn, Edward Berigtold, William A. Leimbach, Fred M. Sanborn, Augustine T. L. Leimbach and Capt. J. F. Huber. The roads were found in good condition with the exception of a stretch of about ten miles. On Sunday, November 12th, the club will make a run to Frederick, Md., or Gettysburg, Pa. C. F. Y.



TACOMA (WASH.) MOTORCYCLISTS AT GOVERNMENT LODGE, MT. TACOMA



MOTORCYCLIST: "Great Scott! Can't they let up on me—even in the country?"

Aeroplane Easily Beats Motorcycle.

In connection with the benefit aviation meet arranged for the wife and children of the late Charles E. Frisbie, the Rochester aviator who was killed in Kansas early this fall, the Rochester Motorcycle Club put on several motorcycling events. Four thousand people were in attendance in Crittenden Park, and the races were all of them interesting. One of the events was a race between a motorcycle and an aeroplane—Edward Stauder, a local boy, riding a motorcycle against Lincoln Beachey in the aeroplane. The latter started first, and a few second later Stauder left the mark; both racers did a lap of the course and came past the judge's stand on even terms. The gun was fired and the men started on a 2½-mile journey. For a few seconds the spectators were undecided whom to watch, the aviator or the speeding rider on the track. Before long, however, Beachey was leading by a good margin and the majority of the crowd were gazing upward. It was announced that the aviator's time for the 2½ miles was 2 minutes 40⅖ seconds, or a little over 64 seconds to the mile.

Summaries of the other races were as follows:

Five mile single-cylinder machines—Won by Edward Stauder; second, R. J. Bishop; third, Arthur Rowland. Time. 6:31.

Five mile handicap—Won by W. G. Tassell; second, N. H. Lewis; third, Edward Stauder. Time, 6:23.

Ten mile handicap—Won by R. J. Bishop; second, Arthur Rowland; third. W. J. Tassell. Time, 14:24.

Novelty race—Won by Arthur Rowland.

George J. Wagner, referee. H. G. Hanmun, clerk of the course.

Canadian Riders in Army Maneuvers.

For the first time, motorcyclists took part in the annual fall maneuvers of the Toronto, Canada, garrison, which was held on Thanksgiving Day, October 30th. Five riders, members of the Canadian Signal Corps and of the Toronto M. C., participated in the engagement and were kept hustling every minute of the time, carrying important despatches from the chief of the staff to the outlying posts and stations. There were no speed limits for the riders, who burned up the roads in the vicinity of the fight, and who concluded the day's operations with a dash for home 50 miles away.

The officers in charge were highly pleased with the showing of the motorists, who proved their worth many times over. The major portion of the particular messages were carried by the motorcyclists, and that there was nary a hitch in the orders speaks well for the riders.

Those who took part were: C. Tye, Indian; P. Williams, Triumph; D. F. Forbes, Indian; D. Thompson, Bradbury, and W. Gladish, Excelsior. W. M. G.

Speed "Unlimited" in Toronto Streets.

The motorcyclists of Toronto are perplexed over the statement made recently by the City Solicitor regarding the speed of motorcycles within the city limits. The city's legal advisor is quoted as saying that "it is questionable whether it would be advisable to place a speed limit upon motorcycles, because the question of danger may not be dependent upon speed." The riders of that place are at a loss to understand this statement, which was made before the Board of Control, as it has been generally understood that the 10-mile-per-hour limit applied to the two-wheelers as well as the automobiles. If the law does not cover the buzz-carts, then the magistrate has been exacting fines without authority. The Toronto club may ask for a specific ruling in the matter. W. M. G.

ENGLISH DEALERS FEAR "INVADERS"

Want to Abolish Tourist Trophy Race—Sweeping American Victory the Cause—Amateurs May Save Event.

There is some doubt as to whether or not there will be any Tourist Trophy Race abroad. It is stated that dealers in England have taken a ballot among themselves with the result that the majority are in favor of discontinuing the race. In this connection, London Motor Cycling says:

"Are we not to have another Tourist Trophy Race? The dealers, it seems, have taken a ballot among themselves and have found that a majority of their members are in favor of discontinuing the Tourist Trophy Race, though they are prepared to support the two winter Quarterly Trials. We can well understand how this is, for those manufacturers who have been successful in the past say to themselves, if there are no more T. T. races we can rest on our laurels and save the expense, and those makers who know their machines stand no chance of shining in the biggest event of the year think that they will also be saved the expense of having to enter a few forlorn hopes. Thus the ayes in favor of the race come from a section who really believe their own goods would be well advertised by the holding of the Trophy. There are also a number of amateurs to reckon with; for instance, in the Senior race this year there were 25 amateurs out of 68 entries, and eight out of 38 entries in the Junior event. It is also reasonable to suppose that if the event were boycotted by the trade a much larger number of amateurs would come forward to compete. We have received a number of letters from private owners, who consider that the race does serve a very useful purpose, namely, that of improving the touring motorcycle, as witness the development of the variable-speed gear in the last T. T. race. Our own opinion is a very decided one on this point, as we hold the view that, once motorcycling loses its sporting nature, the interest will be decreased and enthusiasm will wane. We hope that the A. C. U. will go forward and organize the event as usual."

Could a greater compliment be paid the American motorcycle than to have the English dealers fear another Tourist Trophy Race would be a repetition of the one of this year, when the Indian took first, second and third place?

Preservation and Restoration of Rubber.

The Pharmaceutical Journal has recently been dealing with the problem of the preservation and restoration of rubber, which affects chemists and dentists even more intimately than motorists. It makes the following suggestions, applicable either to preservation or—within limits—restoration:

1. A cycle tube which seemed totally perished was made quite usable by immersion for half an hour in a bath consisting of one part of ammonia to two parts of water, and no doubt is expressed that any rubber article which was only a trifle hardened would soon recover elasticity by this means.

2. For the preservation of rubber articles in store (e. g., spare tubes), frequent washings with alkaline water should serve the same end. An alkaline bath may be obtained by mixing a little Scrubbs ammonia with water; the percentage of ammonia in a solution to be used as a rubber preservative may be much less than 50 per cent.

3. When the rubber articles are stored in casings or wrappings a little quicklime or ammonium carbonate will alkalize the atmosphere, and neutralize the tendency to the formation of acids, which cause the rubber to perish.

To Tax Motors for Road Maintenance.

According to the annual report of the Provincial Engineer of Highways at Toronto, Canada, more than $19,000,000 in cash and more than 22,000,000 days of statute labor, an aggregate exceeding in value $40,000,000, has been spent during the past 20 years on the roads in Ontario by township councils alone. Despite this seemingly enormous expenditure, the government official complains that enough is not being done to make the highways as they should be. In 1910 the expenditure amounted to over half a million dollars, the roads surfaced totaling 300 miles, of which 155 were covered with broken stone and the remainder with gravel. The taxation of motors and motorcycles for the maintenance of the principal roads, rather than the placing of speed restrictions, is advocated by the official. W. M. G.

Millers Exchange Pedals for Motors.

Robert Shattock, proprietor of the West Side Motorcycle Exchange, of Detroit, Mich., has recently returned from an Eastern trip, during which he visited the offices of the Haverford Cycle Co., of which he is State representative, and also the Emblem Mfg. Co., of Angola, N. Y. Shattock has also been appointed the Detroit representative for the Flanders "4."

Mr. and Mrs. Harry E. Miller, who left Canada some months ago for a ten thousand mile bicycle trip through the United States, are now in Detroit as the guests of Shattock, and when they leave that city they will be riding Haverford motorcycles.

Two members of the Columbus (O.) Motorcycle Club are ambitious to set a new cross-continent record, traveling from their home city to San Francisco in 15 days. The men are A. J. Schuster and B. E. Claphan.

BROOKLANDS WANTS SILENT RACES

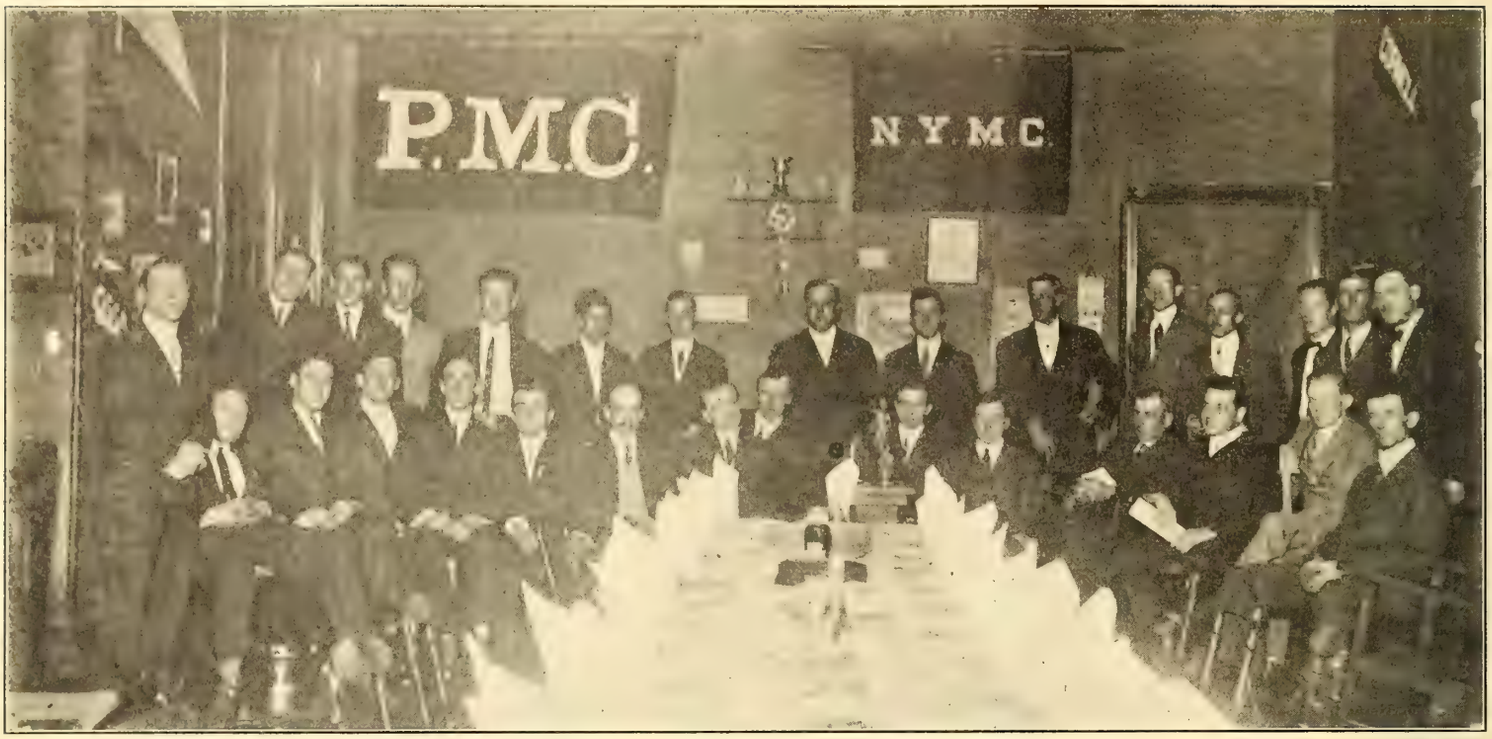
That Is, the Neighbors Do, and Management Obeys—All Racing Machines to be Muffled Properly.

The Brooklands Automobile Racing Club has sent out a notice that no motorcycle in the future will be admitted to the Brooklands track in England "unless it is fitted with an efficient silencer, which must not be provided with a cut-out and no form of an open exhaust whatever will be permitted." This has caused much consternation abroad. Previous attempts of this kind have been made to secure greater silence on the racing engines, but it is stated by a foreign contemporary that with the coming of Jake DeRosier and his match races with Collier this regulation was not enforced, and since that time it has been customary for the racing machines to have free exhausts.

In writing to Motor Cycling, one of the representatives of the trade in England says: "This new ruling, if carried into effect, will practically kill motorcycle racing so far as Brooklands is concerned. While we have admitted that motorcycles on the road should be fitted with an efficient silencer, you can hardly believe that anyone would think of running a machine at Brooklands with cut-out efficiently silenced; it would be the ruination of the best engine made. This new ruling also means that no one will now have an opportunity of going for records, which is most unfortunate. It hits us particularly here, as we were preparing to attack three of the hour records."

Major Lindsay Lloyd, clerk of the course, says:

"For ourselves, we were quite prepared to let the motorcycles go on as they had been, but the inhabitants of the houses within a wide radius of the track have made representations to us that the noise of the motorcycles should be reduced. We went into the matter thoroughly, and I was astonished to find that I could hear the sharp 'crack, crack, crack' of one little motorcycle much further away than even a big car when both were together on the track. We also found that while the long exhaust pipe extending to the rear of the machine quieted the noise of the car, it accentuated the sound of the exhaust gases on the motorcycles, making the noise more crackly. With regard to this crackly noise we had hoped that with the adoption of the ported cylinders these ports would so spread out that the exhaust, as it were, that the noise would be more gradual. Unfortunately there was no experience of this, the noise being just as crackly as ever. Consequently we were forced to act in the matter, for you must remember that we had trouble not so very long ago about



THE ANNUAL DINNER OF THE POUGHKEEPSIE MOTORCYCLE CLUB

using the track at night. In that case we had to stop all night racing, and so Edge's 24-hour record cannot be attempted, and so will never be beaten at Brooklands.

"We are very sorry that we should have to alter the regulations, but we cannot help ourselves. We fully realize that it will make a great difference at present with regard to attempts at records, but for myself I believe that the manufacturers will be able to make silencers that will really silence the exhaust without sacrificing any speed while doing so. At present it is a pity that we must make this regulation, but in the end it will be for the good of the sport."

Major Lloyd then went on to say that he thought there was a smouldering feeling throughout the country against the sharp noise of the motorcycle exhaust. It was more penetrating even than that of aeroplanes, which were going to be properly silenced in the future. "If," said he, "the A. C. U. does not really tackle this question there is no doubt that legislators will. I was staying in the summer near St. Albans, and I sleep with my bedroom windows open. In the early morning I could hear motorcycles sometimes two and three miles away coming nearer and nearer, until they had passed and gone a similar distance the other way. I also noticed that when they had passed the exhaust coming towards one, as it were, was louder than when the machine was approaching. Though it did not affect me, I can quite appreciate the feelings of those who object to the noise."

"We think that Major Lloyd is quite correct in his observations that the sharp 'crack, crack' of the motorcycle is more annoying than the continuous noise of the racing car, which is more efficiently silenced than ever a motorcycle has been," says Motor Cycling. "Our own opinion is also with him in thinking that manufacturers will be able to make an efficient silencer—one that not only dissipates the noise of the exhaust, but which, by not causing back pressure, does not interfere with the speed. Though we think that it is most unfortunate that the regulation has been made at a time when so many were going for record—we know of at least five firms—we welcome the restriction as one which will in time benefit the sport and give a pull to the industry in this country.

"The noise of a motorcycle, with its incessant pop, pop, or crack, crack, is far more penetrating than a continuity of noise such as issues from a four- or six-cylinder car, though the actual volume of sound may not be as much. If, as Major Lloyd thinks, the country is aroused, and will presently agitate against the unpopular motorcycle—unpopular because of its attendant noise—the law will be forced to step in, and the effect might be disastrous. The A. C. U. has formed a very definite opinion on the matter, and may request the motorcycle manufacturers not to fit cut-outs at all next year. If the trade accept this advice all will be well for the sport, because the efficient silencer will at once follow. Now it is when the engine is opened out that the modern silencer is so ineffective, its muffling power only being sufficient when the engine is well throttled down. We welcome this regulation as being one calculated to benefit the sport of motorcycling, and believe that, if the noiseless machine can be made to go fast at Brooklands, the noisy clatter-trap motorcycle will disappear."

Texas Tourist Visits Indianapolis.

Indianapolis was visited a few days ago by a Texas tourist, Henry Ragsdale, of the firm of Ragsdale & Smith, of San Angelo, Tex. Mr. Ragsdale is touring from his home town to New York, and, weather permitting, will make the return trip via motorcycle. Up to the present time he has covered a little more than seventeen hundred miles and is enthusiastic over the trip. He is riding a Reading-Standard and reports that outside of a few punctures and minor adjustments his machine has given him no trouble.

Detroit Riders in Canadian Races.

Three motorcyclists of Detroit took part in a five-mile race at Sarnia, Ontario, on Thanksgiving Day, the result being: Kirk, first; Clark, second, and Whitman, third—all Indian riders. It is probable that the Toronto club will ask for an investigation into the holding of this event, inasmuch as it was in Canada and practically under the jurisdiction of the Toronto organization.

W. M. G.

Fine Weather Attracts Marylanders.

The call of fine weather swept through the veins of a good number of members of the Maryland M. C., of Baltimore, last Sunday, and, not being able to resist it and aching from the inactivity of several weeks, they tuned up their motors and were off for Ridgeville, where they took dinner, returning late in the afternoon.

SINK WINS CENTURY FROM BAKER

Indian Rider Leaves Blazing Trail of Fire —Hoffstatter Lands Second Place— Track Soft and Dangerous.

John Sink, of Indianapolis, again demonstrated his versatility as a race promoter and a racer at the Shelbyville fair grounds track on Sunday, October 29th, when he won the 100-mile race from Erwin G. Baker and Ray Hoffstatter. A small crowd watched the three riders make the 200 circuits of the half-mile track, which was in very poor condition, the turns being extremely soft and treacherous. Due to the chilly weather, the entry list had dwindled down to three starters at three o'clock, when Referee Graff gave the signal to start.

Sink gained a lead at the crack of the pistol, with Baker gradually gaining on him. In the second mile Baker attempted to pass Sink on the turn, but the loose track would not hold and his machine went out from under him, but other than a severe shaking up for the rider no serious damage was done. Baker was up in an instant and had started in pursuit of the elusive Sink when his machine caught fire, the flames shooting high up in the air. Efforts to extinguish the blaze with gloves and coats proved futile, so the spectators were solicited and the fire was put out with numerous handfuls of dust, which, however, clogged the carbureter to such an extent that the machine during the remainder of the race did not run like it had in the earlier stages. Baker received an ovation from the grand stand when he pluckily resumed the race after a loss of about six minutes.

In the meantime Sink had been plugging along steadily, reeling off mile after mile with clocklike regularity, never showing any furious bursts of speed, but also never going slower than 40 miles an hour, finishing the hundrded miles in the splendid time of 2:16:30.

Ray Hoffstatter, mounted on a Merkel, captured second place by his consistent riding, making the century in 2:22:45. He was compelled to make two stops for oil. Baker finished 25 seconds behind Hoffstatter and was forced to make two stops for minor adjustments. Sink rode a steady race, but the long grind fatigued him to such an extent that after he had finished he ran into the fence, but the only damage done was a badly bent front rim.

The race held the interest of the Indianapolis fans because of the rivalry between Sink and Baker, but it can hardly be said that the race is a fair settlement of the dispute as to which is the better rider, as Baker's unfortunate accident spoiled what would have otherwise been an exceptionally close race, for both machines were running smoothly and both riders showed ability in negotiating the turns. The riders finished as follows:

First, John Sink (Thor-4), 2:16:30; second, Ray Hoffstatter (Merkel-4), 2:22:45; third, Erwin Baker (Indian-4), 2:23:10.

L. L. G.

Handicapping Good at Laurel Meet.

A thrilling novelty race was pulled off at the Maryland State Fair at Laurel, Md., on Thursday, October 26th. It was between a foot runner, two horses, an automobile and three motorcycles. The marathoner captured the race, but only by a narrow margin. R. Kennedy, a well-known ball player and manager, was the victor. It was a handicap affair, the motorcycles having the worst of it, one having to travel a mile and an eighth and two a mile and 70 yards against seven and one-half furlongs for the automobile, five and three-quarters furlongs for the horses, while the runner had only 520 yards to go. It was the most exciting event of the meet, and when the sprinter breasted the tape the winner the horses were only a few feet behind, while the motorcycles had passed the automobile and were coming strong. Had the distance been a little longer there would have been nothing to it but the motorcyclists.

C. F. Y.

WANTS 25,000 IN THE F. A. M.

Gibson Sends "Heart-to-Heart" Letter to Fellow Members—Each to Bring in One New Application.

Secretary-Treasurer G. B. Gibson of the F. A. M. has started a campaign for 25,000 members by sending out a request to each member to secure one application during the year, and says in the circular:

"Dear Fellow Member:

"We believe that you fully appreciate the rapid growth of our organization within the past two years, and also the great benefits that have been derived from the same, by uplifting and bettering the condition of motorcycling. In order that we may increase this great good to a more powerful standard it is absolutely necessary that we strengthen our organization by bringing into its fold a number of new and enthusiastic members.

"We are striving to reach the mark of 25,000 members by the time of the national convention, 1912, so we are going to put it up to you to put your shoulder to the wheel, advance the spark a little farther, and make the next 10 months count for



A STRETCH OF GOOD ROAD



HUDSON COUNTY, N. J., MOTORCYCLE CLUB. x CHIEF OF THE BOULEVARD POLICE

something, so that we may at the end of that time reach the goal of 25,000.

"We want you to bring in one member, and by doing this it will be a very easy for us to accomplish our task. So let our slogan for the coming 10 months be, 25,000 members.

"Special Offer—The choice of any F. A. M. novelty shown on circular will be given if you bring in five new members. If you send in these five at one time your reward will be promptly sent you when you express your choice. If you send them in one at a time your reward will be given you when the application blanks for the fiscal year are looked over at the time of the next annual meet; the recommender's name is what counts in the tabulation. These novelties are made in gold and enamel and show the reproduction of the official F. A. M. emblem. They are well made and each and every one has a permanent value and use.

"Detach the coupon and mail it to the address given, which will show your willingness to help us get results. Now let us all get into the saddle and burn gasolene. Yours truly,

"G. B. Gibson, Sec.-Treas. F. A. M.,
"Westboro, Mass."

Some time ago Dr. Gibson sent out honor membership cards for the F. A. M. founders, and he states that he has received good returns from the same. Several have suggested that a distinctive membership pin be secured for the holders of these honor cards and Dr. Gibson has secured such a pin. Between the tips of the bird's wings of the F. A. M. emblem, curving over the cylinder on an inverted scroll, is the word "Founder" in gold letters upon a blue enamel circle. The pin is of rolled gold of excellent quality and very durable. These can be obtained from Dr. Gibson for $1, which is practically the cost of production.

During the month of October Dr. Gibson reports 332 new members, 263 of whom are affiliated. The Lake District led with 98 affiliations, Atlantic District with 63, the Central with 46, New England with 18, Southwestern 17, Peninsula 8, Pacific 7 and the Gulf 6.

There were 102 renewals for the month, the Lake District leading with 40, the Atlantic District was next with 31, then the New England with 17, the Central with 6, the Gulf with 3 and Peninsula with 2.

A Modern Incident.

"It was outside the city limits and as the trolley car sped down a green, country lane, where every prospect pleased from the soft mist on the distant purple hills to the pink hedges of the wild, wayside roses, the occupants of the car had, added to the joy of riding, the opportunity to watch a race that pointed a moral. It savored a bit of the two fables of Aesop, 'The Hare and the Hedgehog' and 'The Hare and the Tortoise'—in other words, wit and persistence won out," according to a recent editorial in the Hartford Courant.

"Two boys on bicycles were racing with the car, the object of the race being to reach a certain point ahead of the car. From the start the heavier boy exerted every muscle, speeding each time the car stopped in order to gain distance. The other lad, less sturdily built, but with a look of determination on his face and calculation in his eye, plugged evenly and steadily along behind the car, relaxing his efforts each time the car stopped instead of speeding.

"A crowd of boys, the instigators of the race, were on the car and watched the contest with eager interest. The head boy was the favorite and was urged on, to the point of exhaustion, by his admiring supporters with cheers of 'You'll get there, kid,' and 'Don't play out like the other guy,' and so on. The people on the car also became absorbed in the race.

"The car careened recklessly along, its wheels taking an extra impulse from the enthusiasm of the motorman, to the dismay of a few timid ladies whom nobody heeded. Behold the composite moral of the fables! The rear boy knew that the car coming from the opposite direction was usually, according to precedent, late, and that the car with which he was racing waited some minutes on the siding. On this fact he was staking his chances with the gambling spirit of the modern financier. The boy in the lead was pretty well winded when the car slid on the sidetrack, but the other lad, with strength in reserve began to increase his speed. The head boy flagged, the boy behind still increased his speed, until he was no longer behind but in the lead. Then the boys on the car, forgetful of partisanship, stood up and cheered as they saw their favorite distanced, and watched the other boy slide easily over the goal. It was a case of head versus heels."



THE CHESTERS MOTORCYCLE ASSOCIATION, MT. VERNON, N. Y.



By BEN MERIWETHER AND HENRY HART

(Continued from issue October 21.)

Before leaving the little Spanish village of Viscarret, we spent some time wandering around the narrow cobblestone streets and examining the old houses. Every Spanish house has, engraved in a stone above the door, the year in which it was built, and although most of them here dated from the 17th and 18th centuries, we found a few that were of the 12th century.



CHATEAU ON LAKE GENEVA

Shortly after leaving Viscarret we had a steady climb for a couple of miles and then started on a wonderful descent. The valley lay away below us and the road leading down was unusually steep, winding around dangerous curves with drops of hundreds of feet on one side. We enjoyed the descent immensely, however, and our brakes held beautifully for the whole coast, which lasted over ten miles.

At the very bottom we came to the Spanish border. We were more anxious to see the custom officials than they were to see us, as we were looking for the 72 francs we had deposited upon coming into Spain. At first the officer merely glanced at our papers and nodded to us to go on. But we immediately reminded him of the money, at which he seemed very much surprised. After a little argument he informed us that we would have to go back up the hill for a few kilometers to see the head official about such things. So back we went, but found ourselves less welcome than at the first place. The little self-important official was just starting away on a stage coach and did not wish to waste any time on us. He said we would have to go back to the place where we left the money to get it back again, but, of course, we had no intention of doing that. We tried to argue with him, but he got mad and started to leave us. Knowing nothing better to say, we asked for an American Consul, although we did not believe there was one within 50 miles. This seemed to startle him (for the Spaniards have not forgotten the Yankees yet), and he came back to talk with us again. This time he said he had no money, but if we would meet him in the French city of St. Jean-Pied-de-Port he might be able to get some from the Spanish Consul there. We agreed to this, but had no intention of letting him get out of our sight, and so when the stage coach started we were with it.

All the way down the hill we kept right behind that slow coach, but when we were stopped by the French officials at the border the driver whipped up his horses and was soon out of sight. It was very aggravating to be stopped at this time, but we explained the situation to the officer and he let us go on. It took a few minutes of hard riding to overtake the coach, and although they endeavored to get away from us several other times by galloping up the hills, we stayed with them until we reached the city. Since the official saw that there was no way of getting rid of us he changed his attitude and was very polite as we were conducted to the Spanish Consul, who willingly gave us the money, after having matters explained to him.

This city and Navarre, where we stopped for the night, had both been strongly fortified and the walls were still well preserved.

The next morning, after crossing numerous foothills, we arrived at Pau, where we visited a fine chateau. That afternoon we took advantage of the first stretch of level road that we had seen in some time and made good time between Pau and Tarbes.

Most of the following day we rode along the foot of the beautiful snow-capped range of the Pyrenees, and that night stopped at a little country "Auberge," where we ate dinner with a band of gypsies, who were exchanging some of their goods for the food. We got quite "chummy" with them during the meal, but expected to lose everything we had before morning.

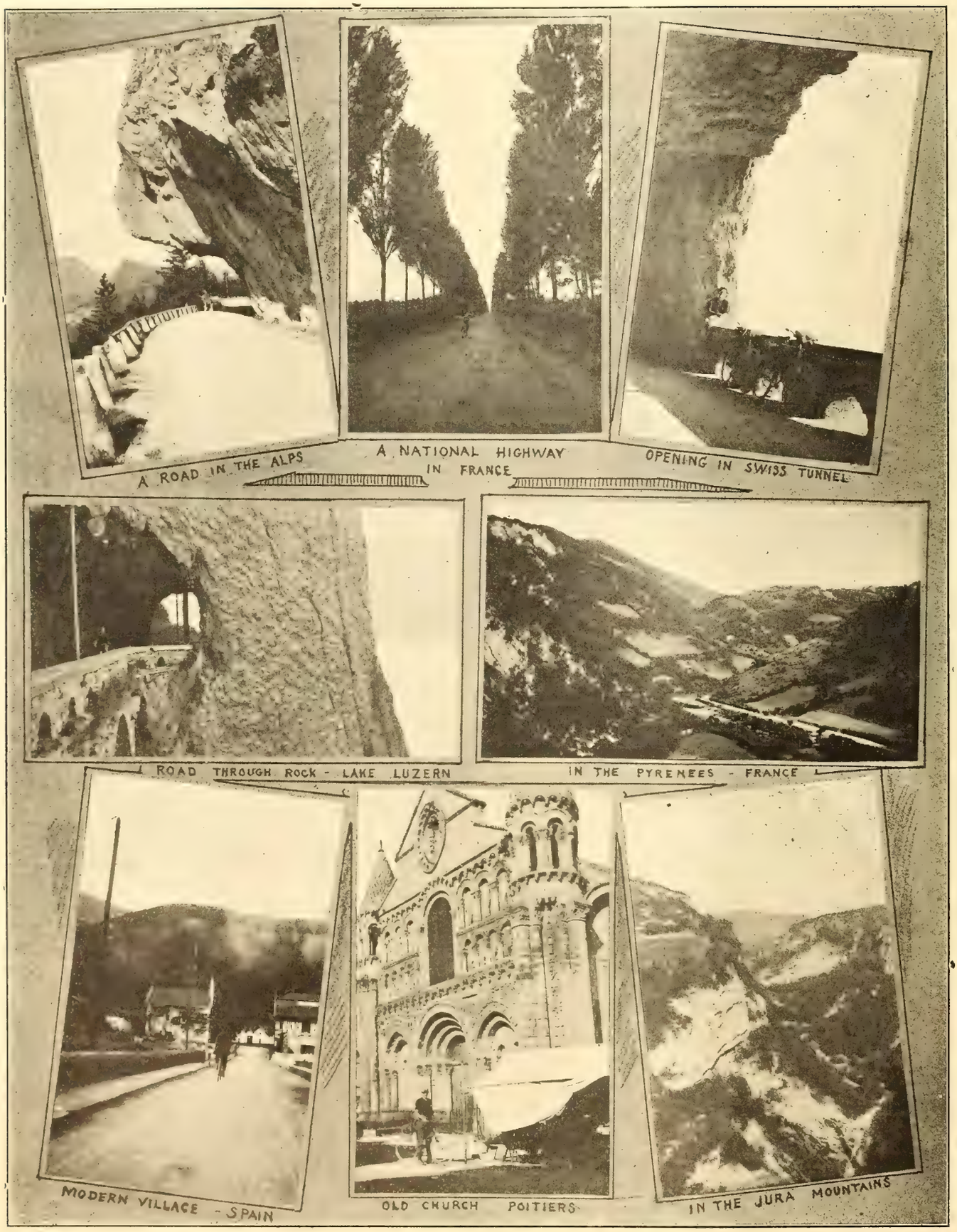


IN THE PYRENEES FRANCE

At Toulouse the next day we were led through the crypt of a famous Roman church by an old priest, who, believing we were Englishmen, took a great deal of pleasure in pointing out various things that had been taken from the English in war. But he didn't hurt our feelings half as much as he thought he did.

At Alby, the next city of importance, we spent some time in the cathedral that is considered to be the finest in Southern France. That night we found ourselves again in the mountains, in the city of St. Sernin, which is connected with the out-

"CYCLING THROUGH LANDS ACROSS THE SEA"



side world only by large double-decked stage coaches.

We started out in a drizzling rain the next morning; we soon started climbing and as the roads were very muddy, riding was difficult. A little farther on we found about 20 bicycle soldiers, who seemed to have given out entirely and were huddled up under some trees, while their wheels lay along the road. Farther up the mountain we met a whole regiment of two or three thousand men equipped with Red Cross and ammunition wagons set. These men were also soaked through but were singing and joking and seemed to be much happier. As we passed, we could hear the word "Espagnol" go down the line, accompanied by many laughs, they apparently taking us for Spaniards. The Red Cross department was doing its share of the work, as its wagons were all overcrowded with officers who seemed to be afraid of getting their elaborate uniforms wet.

It drizzled most of the day, but towards evening, as we were coming into the village of Boyne a heavy storm overtook us, and we drew up at the only inn in the place. But they evidently did not like our muddy appearance and said they had no room. In order to get rid of us they said there was another place back up the road. We started for it in the rain, but we went through the whole village without finding anything but a restaurant. Here we were told we could get nothing but a supper, and as the storm was getting more violent and the next village was eight miles away on the other side of a mountain, we decided to stop. After the meal things still looked bad for us, but with much persuasion we were finally able to get a room above the restaurant. The next morning, however, we found that the hostess had taken advantage of the situation and charged us about three times too much. But we were able to get even with her before leaving by filling our packs from a basket of large ripe pears which had been left in the barn with our wheels. This turned out to be a very fortunate find for us, as we were unable to get our usual morning bread until we had climbed the mountain. Here we decided to treat ourselves a little and bought some fresh milk from the driver of a goat herd.

Between Mende and Villefort we followed along a small river which had several interesting old chateaux. Passing through Valence we came to the valley of the Isere which we followed on through Grenoble till a few miles from the Chambery. Before we reached Grenoble we got our first sight of the higher Alps and enjoyed the beautiful scenery along the river.

At Chambery we took in the chateaux and then rode on to Aix-les-Bains, where we took an excursion to the lake. The next morning we met a company of French soldiers camped along the road, a bunch of whom seemed glad to pose for a picture. A little later we crossed the border into Switzerland, having ridden 1,362 miles in French territory.

At Geneva we were entertained at the house of some friends for a few days, during which time we took in some mountain climbing excursions near Chamonix, where we were able to get a find view of Mt. Blanc. The day we took the excursion and in one of the little villages they were having a very curious parade, of which we got a picture. It consisted of a few modern dressed soldiers; others in the fancy uniforms of earlier times with the tasseled and extremely high fur caps, and a few very old men with the uniforms and three-cornered hats of Napoleon's Guards.

We took the boat from Geneva to Villeneuve. After following up the Rhone Valley a short distance, we cut straight across the mountains over the "Col-de-Pillon," which is 1,550 meters high. The ascent extended for 15 miles, but we divided it into parts, stopping about half way up in the little Swiss village of Lepey for the night. Although we did not get our usual early start, we nearly froze before the sun got over the mountains, especially since we were practically in the snow. That afternoon we rode along the Thuner See into Interlaken, where we got a beautiful view of "Jungfrau" just as the sun was setting.

The next morning we followed a wonderful route along the Brienzer See. We passed several pretty little lakes and a little later in the morning we met two American cyclists who had been making a tour through Germany. These were the first Americans that we had a chance to talk with since leaving Paris and we were certainly glad to see them.

At Alpnach we took a little lake steamer through the Vierwaldstaedter See and Urner See to Fluelen, and from there rode back along the lake through the William Tell country by a most wonderful road cut out of solid rock. We passed through several tunnels, some of which had an opening cut out of the middle for light. On the opposite side the mountains rose straight up from the lake, forming a wonderful picture.

We spent an enjoyable evening at Brunnen, sitting on a bench on the shore of the lake, and listening to the music from one of the large hotels. The next day we rode along the Zuger See and on to Zurich, where we saw some noted aeronauts fly in a meet that afternoon.

We struck the Rhine near Schaffhausen, where we saw the famous Rhine Falls, and soon afterwards, just as we passed over two thousandth mile mark, we crossed the German border. Here we met two rather inexperienced custom officials, as tourists seldom take that road, and had our troubles. They insisted on going through our packs and one of the first things they came to was our little medicine case, which aroused their curiosity. They opened up each package and sniffed every little bottle as if they imagined we were trying to smuggle in some drug. They finally came to one in which they thought they detected the smell of peppermint and this seemed to allay their suspicions. While we were fixing up one of the packs they got hold of our kodak, probably thinking it was a contraband article, and took off the back, ruining several exposures before we could stop them. They finally let us go, however, and we soon entered the Black Forest country which we continued through by the way of Inberg to Strassburg, passing through many interesting German villages and enjoying the groves of trees. From Strassburg we started down the Rhine valley and the next day as we were coming into Karlsruhe in a drizzling rain, a big Zeppelin appeared, coming out of the clouds, glided over our heads and soon vanished.

Near Heidelberg we tried to make a short cut but got lost in the woods and wandered along an old abandoned road which was so rough and sandy that we had to walk a good part of the way. We followed it for several miles, finally coming out on a main road away beyond Heidelberg.

We took in the castle that night and the next day continued down the Rhine through Mannheim and Worms to Main. Between there and Bingen we passed through the famous Bingen country, where we would have liked to help ourselves to some of the precious grapes if it had not been for the armed guards standing around. The rest of that day we passed the ruins of many old castles and arrived at Coblentz that night.

We got into Cologne Saturday night and stayed over Sunday morning to see the Cathedral, but we did not enjoy it as much as we might have, as our faded and dusty clothes were so conspicuous among those well dressed people that we attracted a great deal of attention.

We continued down the Rhine through Dusseldorf, Wesel and Zanten, visiting a wonderful old gothic church at the latter place. We then crossed into Holland.

Our last day's run was one of the most interesting but tiresome of the trip, tiresome because we had to pump all day against the strong western wind which always blows over Holland. Our road for the most part followed along the tops of dykes, but often passed through very interesting old Dutch villages where we saw many thoroughly typically dressed Dutch peasants. During the morning we stopped at a farm house to try to buy some milk, and leaving the wheels along the road we entered the kitchen where we saw an old woman sitting near the door, sewing. We didn't seem to be able to make her understand what we wanted, but when we had asked several times, in German, she got up and returned with two copper pennies, offering one to each of us. Of course we declined this kind offer, and at that moment a young fellow came up who knew enough

German to understand what we wanted and explained it to the old woman, who had a good laugh over her mistake. They had to milk, but told us to go into their orchard and help ourselves to the ripe plums.

In most of the villages which we passed through we attracted a lot of attention and the little Dutch kids would come clattering down the streets after us, making as much noise with their wooden shoes as a troop of horses.

We pulled into Rotterdam late that afternoon, which completed our tour of 2,569 miles. We had made the whole distance without a single accident, with the exception of knocking out a couple of spokes. Our tires also gave splendid service, not having a blow-out of any kind, and only two punctures within the last 1,500 miles.

With the exception of the few occasions on which we were overtaken on the road by rain, our trip on the whole proved a most enjoyable as well as educational means of spending a vacation.

We sailed for American September 2nd on the S. S. Ryndam of the Holland-American Line, while our Columbias have a well-earned, although so far as appearances go, for them, unnecessary rest.

Except for this last expenditure the summer has not been very expensive for us, having spent a little less than $200 each from the time we sailed from Boston until our arrival in New York.

Chicago Club's "Semi-Annual" a Real Test.

Despite the fact that it was a cold, rainy fall day, only two of the 26 entrants failed to start in what truly proved to be an "endurance" run for both machines and riders—the semi-annual affair of the Chicago Motorcycle Club from Chicago to Milwaukee and return on the 22d ult. After the riders had been on their way for a few hours the sun chased away the rain that had been coming down steadily all of the morning, and the roads on the return trip were much better. The majority of the riders got "cold feet" before the turning point at Milwaukee was reached. The few that continued to the "city that made beer famous" were received by Harley-Davidson representatives and treated to a first-class dinner. Crocker and Leander were the first in line for the "eats" and also finished first at Chicago, checking in at 5.10 and 5.11 respectively. Only seven riders made the complete circuit, and the final scores were as follows: C. A. Leander (four-horsepower Indian), 956; A. H. Crocker (seven-horsepower Indian, two-speed), 955; A. L. Johnson (four-horsepower Harley-Davidson), 797; W. J. Moore (six-horsepower Excelsior), 756; A. T. Barlass (seven-horsepower Indian), 699; Russell Firkins (six-horsepower Excelsior), 597; J. P. Erick (four-horsepower Excelsior), 455. The winner was decided on penalties alone, as there were no perfect scores.

OSHKOSH RACES AND INTEREST KEEN

Despite Inclement Weather Conditions and Small Fields, Spectators Are Well Repaid With Close Finishes.

The Oshkosh (Wis.) Motorcycle Club held an interesting racemeet at the Driving Park track on Sunday, October 22d. The different events were exciting and of great interest to the fans, but the track, through the recent rains, proved very rough.

The field of entries was small, practically every race having but three riders, and the number of spectators was not as large as usual, as a chilly wind swept down in the afternoon. Interest in the different races was keen, however, and Koeck was warmly applauded for his victories. In the first race Elmer Scammon's front tire blew out and threw him badly right in front of the grand stand. He was bruised somewhat, but was soon on his feet again. The accident happened at the finish of the third mile in the first five-mile race. Scammon was gaining a long lead on the Oaks brothers at the time, but Karl Oaks circled the track again and was declared the winner. No time was taken of this event.

The second race was a four-mile novice event. Fred Smick, Guy Hanson and Guy Brundage were the entries, with Karl and Clyde Oaks riding to fill out. Through almost half the race Hanson led the field, while Brundage, with a poor start, crept up gradually. The Oaks brothers took the lead, but the race was between Hanson and Brundage, with Smick badly in the rear. Brundage passed Hanson in the last mile and won first place in the time of 6 minutes and 15 seconds. Hanson was second and Smick was third.

While Scammon's disabled machine was being repaired for Koeck to ride, Karl and Clyde Oaks rode a close three-mile match, the brothers see-sawing for the lead continually until the last lap, when they were running neck and neck, and at the finish the brothers crossed the tape in a dead heat in 4 minutes and 20 seconds. Racing off the tie, riding one mile, Karl Oaks led Clyde across the tape by a length in the time of 1 minute and 38 seconds from a standing start.

After some delay Koeck and the Oaks brothers got away for a five-mile match. Koeck jumped into the lead, getting a long start on the Oaks brothers, and was never headed. In the third lap Karl Oaks, who was having trouble with his engine, was lapped by Koeck and discontinued the race. Koeck won in 6 minutes and 56 seconds. Summaries:

Five mile—Won by Karl Oaks (Harley-Davidson), the only rider who stayed in the race; Scammon (Thor), thrown and disabled; Clyde Oaks (Harley-Davidson), dropped out.

Three mile match—Karl and Clyde Oaks finished at dead heat. One mile to race off tie—Won by Karl Oaks. Time, 1:33.

Four mile novice—Won by Guy Brundage (Minneapolis); second, Guy Hanson (Indian); third, Fred Smick (Yale). Time, 6:15.

Five mile—Won by William Koeck (Thor); second, Clyde Oaks (Harley-Davidson). Time, 6:45. Karl Oaks dropped out.

Five mile match awarded to Karl Oaks. Clyde Oaks dropped out; William Koeck disabled.

Three mile—Won by Koeck (Thor); second, Clyde Oaks (Harley-Davidson). Time, 4:07.

Timer, N. H. Huse. Judges, Walter Smick and Shields, of Fond du Lac. Starter, Edward Schrottke.

Busy Day for Kussmaul and Keeley.

Kussmaul and Keeley were the whole show at the Newark, O., race meet held on October 29th, which was the second successful meet held under the auspices of the Newark Motorcycle Club. In the 10-mile even event Kussmaul, in rounding a turn on the stretch, ran over a stick which caused his machine to skid and overturned both rider and machine in a number of somersaults. Fortunately, however, Kussmaul escaped being seriously injured, receiving a few bad bruises and a severe cut on the left arm. The machine was damaged to the extent of a broken pedal and badly bent handle-bars, which were quickly put into repair by R. E. Redman, Kussmaul's mechanic, and by this time the latter had his cuts and bruises bandaged up and was in the line-up for the next event, which he won with Keeley a close second. At this the audience went wild and gave Kussmaul a great ovation. Summaries:

Two mile novice—Won by Schenck (Excelsior); second, Kussmaul (Indian). Time, 2:47½.

Three mile, 30½ class, chain drive—Won by Keeley (Indian); second, Kussmaul (Indian). Time, 5:12.

Three mile, 30½ class, belt drive—Won by Horchler (Emblem); second, Francis (Excelsior). Time, 5:28.

Two and one-half mile miss and out race—Won by Kussmaul (Indian); second, Keeley (Indian). Time, 2:57.

Five mile open—Won by Kussmaul (Indian); second, Keeley (Indian). Time, 6:56.

Ten mile open—Won by Schenk (Excelsior); second, Keeley (Indian). (In this race Kussmaul had a bad spill in the seventh mile and was put out of the running). Time, 13:34.

Three mile open, 30½ class—Won by Kussmaul (Indian); second, Keeley (Indian); third, Schenk (Excelsior). Time, 4:21.

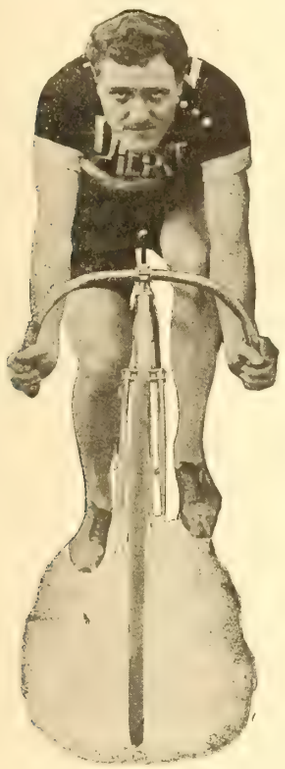
Ten mile open—Won by Keeley (Indian); second, Kussmaul (Indian); third, Schenk (Excelsior). Time, 14:07.

CLOSES THE SEASON WITH VICTORY

Kramer Had His Old Kick With Him—McDougall Puts Up Fine Ride—Hunter Beats Turville.

Eleven times champion, Frank L. Kramer proved well-nigh invincible at the last meet of the season at the Newark Velodrome on Sunday, the 29th ult., by winning every event in which he entered; he also proved his superiority over A. J. Clark by defeating him decisively from a rear position in the mile open and again from in front in the team match race.

Donald MacDougall, the amateur who



FRANK L. KRAMER

has recently developed class, took the premier position in the one-third mile sprint, with Chester Smith second and the veteran, Carl Ericson, third. MacDougall also rode his first race from scratch in the two-mile handicap, and although he put up an excellent ride, closing a 30-yard gap between himself and Ericson in the first lap, he did not have left the winning gallop; the order of finish being Ericson (30), Smith (50), Pettit (60), MacDougall (scratch).

John Bedell proved best of the professionals in the mile invitation, winning by a narrow margin over Floyd Krebs, with Jumbo Wells third.

One mile open, professional—Won by Frank L. Kramer; second, A. J. Clark; third, E. F. Root; fourth, Menus Bedell; fifth, Walter De Mara. Time, 2:21⅕.

One-third mile open, amateur—Won by Donald MacDougall; second, Chester Smith; third, Carl F. Ericson. Time, 0:42⅕.

One mile invitation, professional—Won by John Bedell; second, Floyd Krebs; third, Jumbo Wells; fourth, Martin Ryan; fifth, Jacob Magin. Time, 2:05⅖.

One mile novice—Won by Herbert X. Arnold; second, Joseph Polcastro. Time, 2:35.

Two mile handicap, professional—Won by Ernest Jokus (140); second, Fred Jones (120); third, Floyd Krebs (135); fourth, Al. Halstead (110); fifth, Jacob Magin (130). Time, 4:01.

Three-corner team match race, professional; winning team must take two heats—First heat, one mile—Won by Kramer and Hill; second, Fogler and Root; third, Clark and Macfarland. Time, 3:29⅘. Second heat, one mile—Won by Kramer and Hill; second, Root and Fogler; third, Clark and Macfarland. Time, 4:09⅕.

Two mile handicap, amateur—Won by Carl F. Ericson (30); second, Chester Smith (50); third, William Pettit (60); fourth, Donald MacDougall (scratch). Time, 4:20.

Two mile motorcycle race—Won by James Hunter; second, Charles Turville. Time, 2:21⅖.

German Riders Overrule the V. D. R.

The intended trip of American cyclists to Europe, under the leadership of Macfarland, came very near being a failure before it started—at least as far as the German tracks are concerned. The Union of German Race Tracks (Verband Deutscher Radrennbahnen) last month decided to refuse admittance on its tracks to all foreign riders who are members of the International Cyclists' Union (Union Cycliste Internationale). In retaliation to this sudden and hostile action on the part of the owners of tracks, the promoters of the various six-day races scheduled for the fall and winter, decided to call these races off, as they considered a national six-day race too small an affair to warrant great expense and preparation.

The riders themselves, facing a practical boycott so far as six-day affairs were concerned, held an indignation meeting on October 23, at which the following resolution was passed unanimously:

"The Association of German Racing Cyclists (Deutscher Rennfahrer Verband) herewith resolves to permit its members to race against foreigners on any foreign track, and also to permit the appearance of foreigners on any German track. This resolution is taken in the interest of sport and in view of the vacillating, careless policy of the Verband Deutscher Radrennbahnen."

Walter Rutt is the president of the Cyclists' Association and he was in no way backward about expressing his views on the peculiar policy of the track owners. It is confidently expected that the strong stand taken by the riders will compel the Verband to admit the members of the U. C. I., whether they are favorable or unfavorable to the policies of the Verband.

DATE SET FOR SIX-DAY RACE

Seventeenth Annual Grind to Be Run in Madison Square Garden December 11 to 16—Kramer to Start.

After many days—in fact, weeks—the organization of a union, meetings, conferences, propositions submitted, arguments threshed out, charges of double-crossing among the riders, assertions and denials, it is finally decided by the "powers that be" that there will be after all a six-day race this year. Its date has been set for December 11th to 16th.

The first gun in the campaign was fired several weeks ago when the announcement that if the race were run it must be on a percentage basis came from P. T. Powers, the promoter of the annual grind, through his representative or envoy extraordinary, Floyd Macfarland, who has been endeavoring for several years to "get in" on the managerial end of the game, to the then just organized Racing Cyclists' Union.

Briefly, Mr. Powers' proposition was to dispense with all bonus arrangements which it has been customary for the top-notchers to receive in races of the past, and that the riders compete only for 25 per cent. of the gross receipts, this to be apportioned as usual according to order of finish. This was met, after much serious contemplation by many of the riders to pass up the race, by a demand for 35 per cent.

Then the battle was on. To and fro between the promoter's offices and the union's headquarters trotted the "Silent Committee," composed of Frank L. Kramer, E. A. Pye, Charles Turville, Joseph Fogler and Elmer Collins, in an effort to bring about a satisfactory agreement.

In the midst of it all J. D. Williams, the Australian promoter, with a six-day race in each of the two cities, Sydney and Melbourne, enters the field and signs up A. J. Clark, Iver Lawson and Worth. L. Mitten to ride his races. Alfred Goullet, P. O'S. Hehir and Fred T. Keefe, also top-notch six-day men, likewise decided to take in the Australian trip on their own account and without any guarantee. All except Clark, who had an unexpired contract to ride out at the Velodrome, departed at once for Australia.

Then the anxiety on both sides, Powers and the riders, to save the race if possible and give to it the class that is necessary to draw the gate receipts. With many of the big drawing cards of the game either started abroad, or at least talking in all earnestness of doing so, the obvious course left was to induce the national sprint champion, Frank L. Kramer, to enter the race. In addition to being almost the best, if not absolutely the best, bicycle rider that ever kicked a pedal, Kramer is a business man in every sense of the word.

His first request was for $2,000 bonus. Kramer also demanded, if he started, to be teamed with Jimmy Moran, the greatest six-day rider that the game has ever seen. Further, his decision would be influenced by the personnel of the other entrants. Here is where the other members on the committee, it is alleged, put one over on the champion. It seems that Clark was not to go to Australia; in fact, was and, as has developed is, to remain here and ride in the Madison Square Garden race. Naturally with Clark in the race Kramer's rosy chances of winning would be considerably diminished, and in like proportion would his insistence for a heavy bonus increase.

Kramer's four fellow members on the committee, it appears, knew that Clark was to start in the race—the champion did not. In view of the fact that the riders and not the promoter would in all probability be required to post the bonus out of their percentage, the cleverness of securing Kramer's signature without his knowledge of Clark's being signed is apparent. In addition to getting the desired class in the race, they would save to themselves a considerable sum of money. Finally Kramer was signed, and although he was defeated to some extent in the little game of tag with the riders, he will receive as bonus at least the price of a new automobile from the percentage, and it is intimated that the astute Mr. Powers must also "see" the champion.

The terms definitely agreed upon by the management and the riders as composing the American Racing Cyclists' Union are: Thirty per cent. of the gross gate receipts to $60,000; above that sum, 35 per cent. It is also practically assured that the management will defray the expenses of such foreign teams as may be entered; this latter being one of the contingencies of the deal.

With the sliding scale of percentage and the high-grade talent entered, the public will undoubtedly see one of the most hotly contested races ever held in the historic old Garden. The building permit has been issued and work will be started in the near future on the track.

The teams so far signed up are: A. J. Clark and Joseph Fogler, Pedlar Palmer and James F. Moran, Alfred Halstead and Peter Drobach, E. F. Root and Fred Hill, Norman Anderson and Jumbo Wells, Charles Stein and Lloyd Thomas, and Brocco and Lorenz, of Italy and Germany. Walter Rutt, of Germany, will in all probability ride in the race, but his partner is not yet selected.

C. R. C. A. Field Day HonorsD ivided.

Honors were evenly distributed at the annual field day and bicycle carnival held under the auspices of the Century Road Club Association on the Guttenberg, N. J., mile track, Sunday, the 30th ult.

Clear skies, with just a tang of frost in the air, brought out a good-sized crowd. Large fields were sent away in every event; keen finishes were the order of the day, and much enthusiasm was in evidence.

Owing to lack of time, three events—a five-mile tandem race for C. R. C. A. members, a four-mile four-man relay race and an unlimited four-man team pursuit race—were eliminated from the program. Of the events run off, the one-mile open was won by Gus Wohlrab; second, J. Townsend; third, Jesse R. Pike.

Five-mile handicap—Won by J. Morgan (1 min. 30 sec.); second, E. O. Spillane (1 min.); third, Sidney Dean (1 min. 30 sec.); fourth, A. Del Vechio. Time prize won by Franklin Fisher. Time, 15:12⅗.

Ten mile miss-and-out—Won by Franklin Fisher; second, J. Townsend; third, J. Morgan. Leader of most laps, Gus Wohlrab; 8 laps. Wohlrab also finished first, but was disqualified for crowding at the tape.

Races closed to C. R. C. A. members:

Slow race, one-eighth mile—Won by F. Lilienthal; second, J. Mitchell; third, G. Polacsy.

Novelty race, one-quarter mile run, three-quarter mile bicycle—Won by J. Clement; second, K. MacKensie; third, G. Polacsy.

Blaze-of-Glory Ending of Toronto Season.

The bicycle and automobile races held at the exhibition half-mile track at Toronto on Thanksgiving Day, October 30th, under the auspices of the Toronto Auto Racing Club and the Dunlop Tire Co., provided one of the grandest afternoon's sport ever witnessed in that city. There was nary a hitch or accident despite the great speed and hazard, but much of the credit for this state of affairs was due to the adoption of the rule of the American Automobile Association which prohibits spectators coming within 30 feet of the outside fence. Had the people been allowed to line this fence there might have been a fatality, as in one of the special races—racing car vs. motorcycle—the automobile dashed through the boards and turned turtle.

The 15 mile cycle team race for the Dunlop trophy saw Gord. McMillan and Scotty Wilson of the Tecumsehs finish one, two, with W. Smith and T. Bulger of the Torontos next in order. The winners avoided the early pace, and in the final stretch drive had no difficulty. The Tecumsehs keep the trophy for one year, while the members of the winning team each take a special medal. All who started received watch fobs of a special design. The showing of McMillan, the Tecumseh star, was a treat. He did not have a chance, it was conceded, as he had only recently come out of the hospital following his accident on the same track six weeks previous, when he broke his collar-bone; therefore, his victory was a surprise.

The 10-mile repechage saw a lively finish. Walter Andrews, the Canadian champion, rode from scratch along with Gord. McMillan, and the pair engaged in a great duel all the way. In the stretch, McMillan jumped first, but Andrews was there with the final kick and beat his rival home by half a length.

In the special auto-car and motorcycle five-mile race Charlie Orr on an Excelsior opposed Harry Borsch, who drove a Warren racer. The motorcyclist dashed into the lead at the crack of the cannon which was used to start the events, and was leading by about 20 feet at the end of the first mile. The autoist opened up his machine and almost ran down the rider, in averting whom the motor car turned turtle and went through the fence at the same time. When the car was lifted both the driver and his mechanician crawled out unhurt, much to the surprise of the shuddering spectators. The race had to be called off with the question of supremacy still unsettled.

This meet saw the last of the outdoor bicycle and motorcycle racing for the season. W. M. G.

Newark Team Wins Buffalo 10-Hour.

Before a crowd of 4,000 bicycle enthusiasts on Tuesday, the 31st ult., at the 74th Regiment armory, Buffalo, N. Y., Frank Cavanaugh, of the Cavanaugh-Heidrick "Newark team," won the final mile sprint of the 10-hour amateur team race by 30 yards; second, Joe Tanner; third, H. Kriegbaum; fourth, C. Dethloff; fifth, Al Krushel; sixth, Joe Schieder. Time, 2:32⅗.

The race was started at 1.20 p. m. and finished at 11.30. It was in the nature of a curtain raiser for the series that are now being run on the nine-lap track erected for the purpose and under the management of Floyd A. Macfarland. There will be a sprint meet during the evening of Saturday, the 4th inst., and an abbreviated six-day race for the professionals during the week of November 6th to 11th. The score by hours of the 10-hour race is as follows:

Hour.	Team.	Miles.
1	Schieder-Schell	23.4
2	Schieder-Schell	45.7
3	Kriegbaum-Arenz	65.8
4	Schudt-Krushel	86.5
5	Cavanaugh-Heidrick	107.2
6	Cavanaugh-Heidrick	128.3
7	Burke-Becker	148.1
8	Cavanaugh-Heidrick	168.4
9	Arenz-Kriegbaum	187
10	Arenz-Kriegbaum	203.4

Arenz won the sprint before the reserve riders took the track for the finishing mile; Jack Tanner, second; Schudt, third.

Summary: Position and Riders.	Distance, Miles and Laps,
1 Cavanaugh-Heidrick	203.4
2 Tanner-Tanner	203.4
3 Kriegbaum-Arenz	203.4
4 Dethloff-Anthony	203.4
5 Krushel-Schudt	203.4
6 Schieder-Schell	203.4
7 Becker-Burke	203.3
8 Penseyres-Frank dropped out at.	106.4
9 Jerke-Streibich dropped out at...	38.1
10 Eberly-Kraus dropped out at....	14.4

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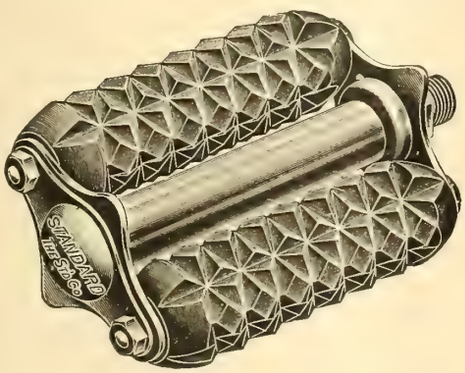
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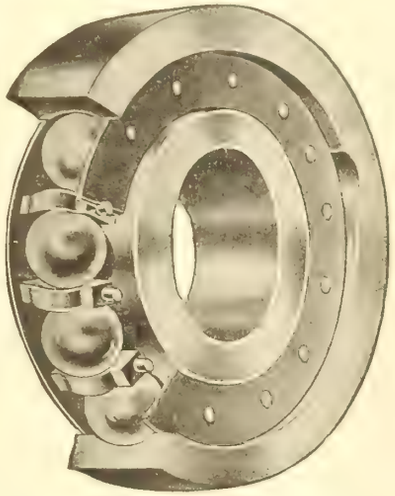
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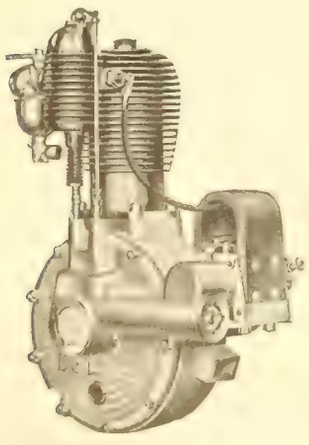
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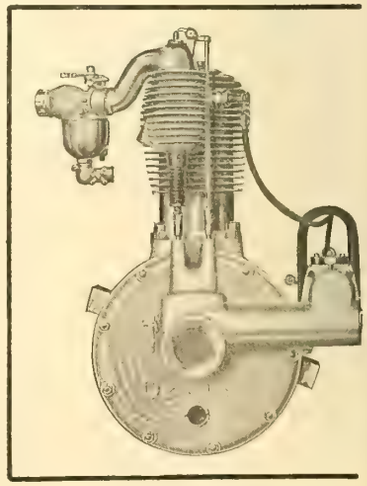
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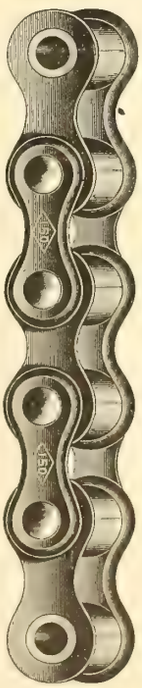
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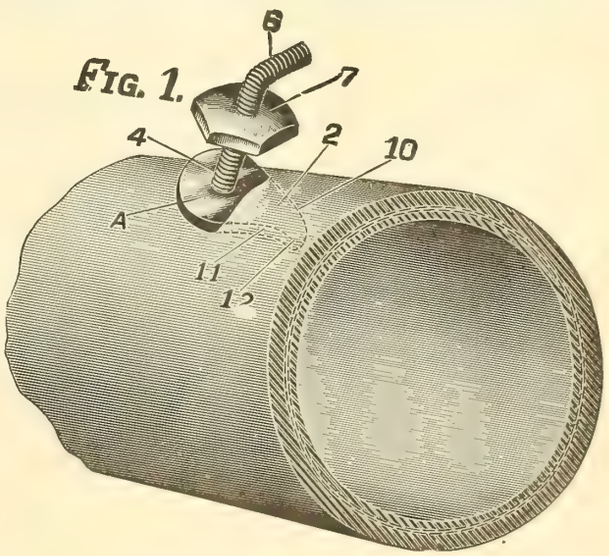


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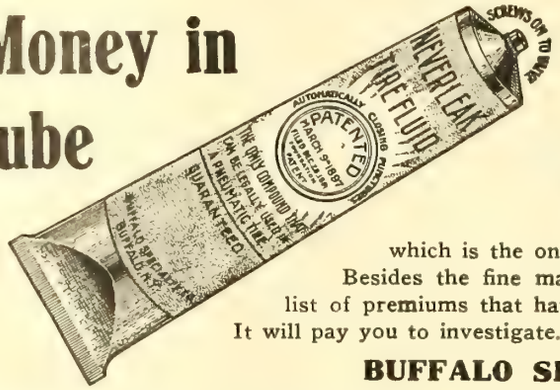
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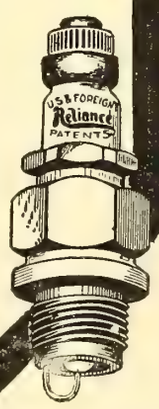
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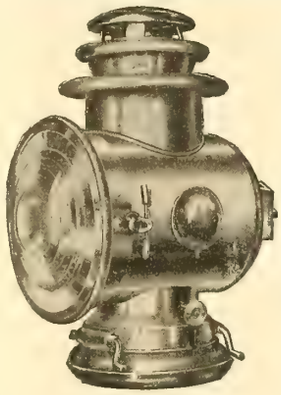
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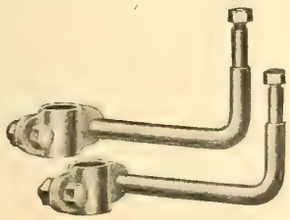
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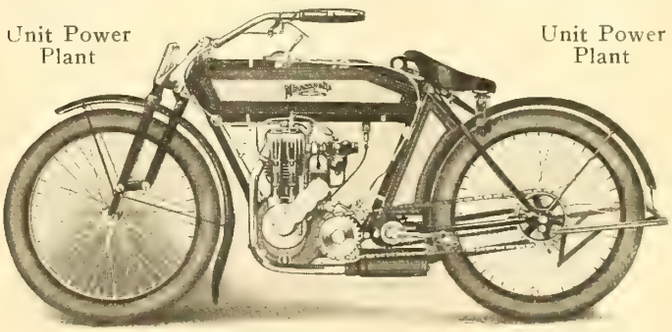


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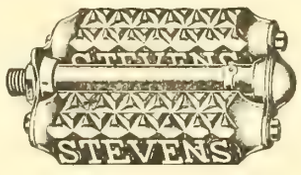
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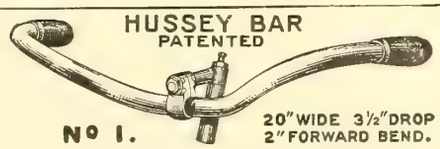
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and Berlin, S. O. 36, Germany



4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat
1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers
Model "A" Merkel-Light at $150
Write for catalogue and discount.
F. A. BAKER & CO.
10 Warren St. NEW YORK



American Motorcycles
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.
AMERICAN MOTORCYCLE CO.
Wells & Seigel Sts., Chicago



NATHAN'S
Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.
NATHAN NOVELTY MFG. CO.,
86B Reade St. New York

ESTABLISHED 1844.
SCHRADER
UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30, 1895.
The Standard American Valves for Automobile, Bicycle & Vehicle tires
Manufactured by
A. SCHRADER'S SON, INC.
28-32 Rose St. New York, U.S.A.







BICYCLE GOODS
Motorcycle Supplies
We want every dealer to have our 1911 Catalogue and Bargain Books. Please write us on your letter head for No. 48.
NEW YORK SPORTING GOODS CO.
15 and 17 Warren Street, New York



"DUCKWORTH"
The Quality Chain of America. Made of extra high grade steel. Specially treated. They have the wearing qualities.
DUCKWORTH CHAIN AND MANUFACTURING COMPANY, Springfield, Mass.

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NEW YORK, N. Y.

TIGER CYCLES & AEROPLANE CO.,
782 8th Ave. Phone Bryant 1268
THOR, RACYCLE and MERKEL Motorcycles.
Racycle, Pierce and Tribune Bicycles.
Repairing, Accessories.
Aeroplane Wheels, Tires and Other Supplies,

F. B. WIDMAYER CO.
2304 Broadway, near 84th St. Phone, 4376 Schuyler
New York Distributors for the
Flying Merkel and New Era Motorcycles, Vans, Etc.
Indian and Merkel Parts, Repairs, Storage,
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T. J. SIXSMITH,
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Agent for INDIAN, XLCR and R-S Motorcycles
Reading Standard Bicycles
Parts for all makes, Repairs, Storage,

J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

THE NEW YORK MOTORCYCLE CO.,
Thor Distributors. Agents for
Minneapolis Two Speed, Merkel and Racycle.
Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
318-320 W. 48th St., New York. Phone Bryant 1781.

BROOKLYN, N. Y.

BEDFORD MOTORCYCLE CO.
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"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone, 769-W Bedford

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Repairs, Parts and Supplies.
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UTICA CYCLE CO. Utica, N. Y.

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HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

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MERKEL MOTOR CYCLES
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NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing Everything for Motoring
H. JEHLE, 407 Halsey Street.

BOSTON, MASS.

Bicycle and Motorcycle Supplies.
Write for our 1911 Catalog.
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

HIGH GRADE

wheels must have the best equipment

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
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SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade.
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

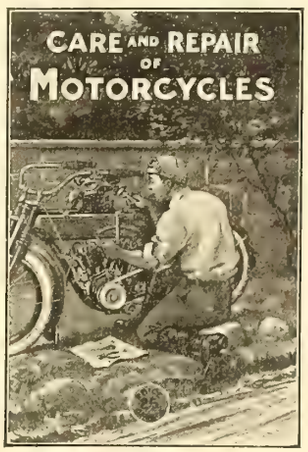
Supplee Hardware Co.
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BICYCLES AND SUNDRIES
Prompt and complete shipments

Cost of Motoring Reduced
Pfanstiehl Ignition
Our Bulletins on Ignition give the facts. Write today.
PFANSTIEHL ELECTRICAL LABORATORY
123 State Street North Chicago, Ill.

25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

Bicycle Tires and Tubes

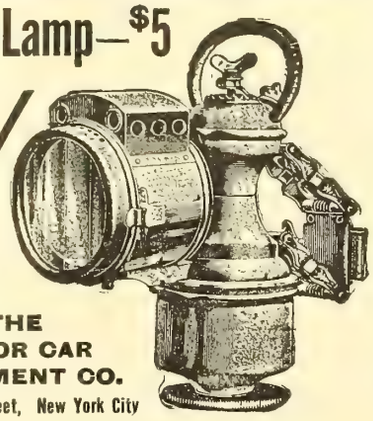
We have several hundred pair of Single Tube, Double Tube and G & J Tire Seconds at prices that will surprise you. Also a few more of Excelsior Tires at less than they originally cost Excelsior Supply Co.

CHICAGO CYCLE SUPPLY CO.
3255 N. Clark Street CHICAGO, ILL.
Factory Distributors of Bicycle and Motorcycle Supplies. Don't buy Excelsior Tires from anybody till you get our prices—We will save your money.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
55B Warren Street, New York City

Safest Strongest Surest

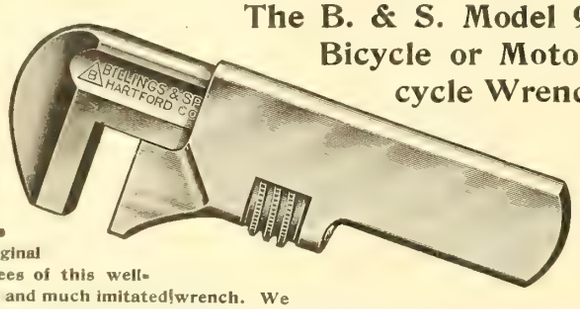
The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

THE BILLINGS & SPENCER CO., Hartford, Conn.
CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

SUPPLIES
CYCLE
MOTORCYCLE
AUTO
MACHINISTS'

WE specialize on prompt and full shipments. Our catalog on

Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
1451-1453-1455 Michigan Blvd. Chicago

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

MORE Kokomo Tires will be made during the next twelve months than ever before, because those made in the past have proved so good that riders and dealers not only come back for repeat orders, but bring their friends as customers. That's the kind of business that we like. It is based on the merits of

KOKOMO TIRES

For bicycles two of the Kokomo leaders are:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

FLANDERS "4" $175

WITH MAGNETO

25%

Saved by the Purchaser

100%

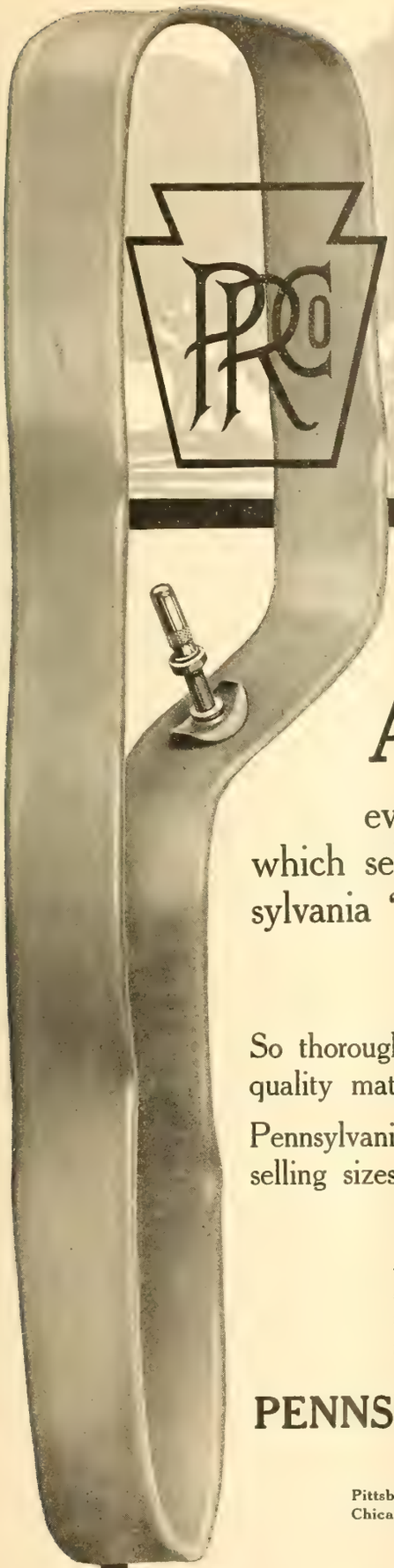
Increase in Business for the Dealer

This is a business proposition of laying plans to secure a large volume of business– the only way a manufacturer can make profit. And to secure this, the question of the price is a big factor. When you combine a low price with high-grade goods as we have done, every one sits up and takes notice.

It's a simple problem for a great producer like Walter E. Flanders to solve. It's just a question of having nerve enough to go to it with a fine outlay of specially designed tools, jigs and machinery. Back it up with a good advertising and sales campaign, and the results are a good manufacturers' profit on a $225 motorcycle selling for $175.

The dealer who will have the Flanders "4" Motorcycles to sell during the 1912 season will have less questions to answer than the other fellow.

FLANDERS MANUFACTURING COMPANY, Pontiac, Michigan



PENNSYLVANIA "Guaranteed" INNER TUBES "No. 503"

For Motorcycles

AFTER months of experimenting, the Pennsylvania Rubber Company has at last evolved a genuinely serviceable motorcycle tube which sells at a reasonable price. This is the Pennsylvania "No. 503."

Each Tube is Guaranteed

So thoroughly tested is this tube, so well made and of such high quality material, that it carries an unqualified season's guarantee.

Pennsylvania "No. 503" Tubes are made in the most popular selling sizes:

26 x 2½; 28 x 2¼; 28 x 2½

NOTICE: In placing this tube on the market, we have contemplated an attractive margin of profit for the trade. Jobbers and Dealers, therefore, desiring to sell Inner Tubes for PROFIT should write to us.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

(Re-organized Feb. 1st, 1910)

BRANCHES:

Pittsburgh, 505 Liberty Avenue
Detroit, 247 Jefferson Avenue
Chicago, 1004 Michigan Avenue
Minneapolis, 917 First Avenue, S.

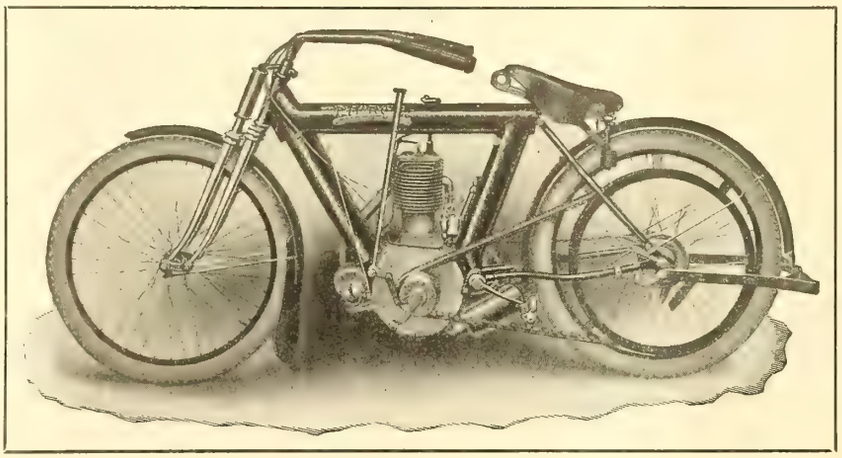
Pennsylvania Rubber Co. of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission Street
Los Angeles, 930 So. Main Street

PIERCE

Wins Perfect Score

Single Cylinder Models



Four Cylinder Models

Another Hurrah from the Pacific Coast

NIGHT LETTERGRAM

Oct. 29th, 1911.

THE PIERCE CYCLE CO., Buffalo, N. Y.

Van Nortwick on Pierce single, Conner on Pierce four cylinder both finish with perfect scores in San Francisco eighteen hour endurance contest. Mileage 336. Six times around the course climbing Mission San Jose three mile 18% grade twelve times.

Three Years of Superiority With one exception Pierce motorcycles have won perfect scores in every endurance contest entered.

For Safe, Comfortable, Consistent Performance, Buy a Pierce.

Ask for Catalog "A" and Agency Proposition.

Also Manufacturers of Famous Pierce Tried and True Bicycles.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

POPE MOTORCYCLES

$175 With Magneto

Pope Quality Means Reliability of Performance

THE POPE MOTORCYCLE is absolutely reliable in practical road work. No motorcycle could be more reliable. It will run whenever and wherever you want to ride it and keep running at a low cost. It is a light, staunchly-built machine, weighing 150 pounds. No machine has a better equipment. For recreation or business it represents more real value than can be found in any other machine at any price.

Pope Quality has been put to the test and Pope Reliability is an established fact. This is the way the Pope Motorcycle shows up in practical road work:

NIGHT LETTER
THE WESTERN UNION TELEGRAPH COMPANY

3 Hd.W.D. 9:07A 49 Collect N.L. 5 Ex.

Sacramento, Cal., Oct. 31, 1911.

The Pope Mfg. Company, Hartford, Conn.

Pope Motorcycle with E. N. Moore, an amateur riding, makes perfect score in eighteen hours in three hnndred and thirty miles endurance run at Oakland, California, October 28th and 29th. Lightest and smallest machine entered. Equipment G & J tires. Biggest event of its kind held on Pacific coast.

Kimball-Upson,
Distributors Northern California and Nevada.

Think of It—the Maximum of Reliability for $175

Write TODAY for Terms and Territory

PACIFIC COAST DISTRIBUTORS OF POPE MOTORCYCLES:
KIMBALL-UPSON CO., Sacramento, Cal., Distributors for Northern California and Nevada
C. L. SMITH, Los Angeles, Cal., Distributors for Southern California
F. P. KEENAN COMPANY, Portland, Oregon, Distributors for Northwest.

THE POPE MANUFACTURING CO., Hartford, Conn.

THIS IS A SAMPLE

Make Your Child Happy With a—Fairy

Here is a Christmas present that is *sure* to please the Boy or Girl—the famous "Fairy" Velocipede, Bicycle or Tricycle. Settle the question of "just the thing" now. Get a "Fairy"—or "Fairies"—for both or all of the children.



For twenty years the "Fairies" have been the aristocrats of vehicles for children.

They are made of the highest grade of steel, richly and tastefully finished—with full nickeled parts. Every "Fairy" is ball-bearing—the easiest running imaginable. Our strong guaranty covers each machine.

"Fairies" are the great successes in *safety* and *correct design*. Exercise on a "Fairy" can be only beneficial. It is so built as to cause the child to sit comfortably and to bring the muscles into play without fatigue. Physicians approve the "Fairies."



See the "Fairies" at Your Dealer's

"Fairies" are sold at most of the large stores of the United States. If you do not find the "Fairies" at a store near you, write us and we will see that you are supplied.

The prettiest, most durable, most serviceable Tricycle ever built.

"Fairy" Ball-Bearing Bicycles have the *style* that makes a hit with the boy.



Upholstered seat, adjustable to rider.

Be Sure You Get a Genuine "Fairy"

The success of the "Fairies" has brought out several imitations. Genuine bears the word FAIRY (our registered trademark) in the lettering shown at the top of this advertisement.

Send for Free Booklet, illustrating these high-grade children's machines.

THE WORTHINGTON COMPANY

494 Center Street, Elyria, Ohio (6)

of the advertising we are carrying in journals of national circulation, and it makes people ask for the

Fairy

TRADE MARK

The most active selling high grade line of children's machines on the market. Sold through exclusive agencies in small centers and restricted agencies in the cities. Are you the live dealer to control the "Fairy" line in your locality? Think it over, but think quickly, and write for catalogue.

THE WORTHINGTON CO.

ELYRIA, OHIO.

SELLS ALL THE YEAR 'ROUND

1912
YALE AND SNELL BICYCLES

Contracts are being made and orders placed for these celebrated bicycles. Adult and juvenile models.

Prompt Shipment Guaranteed

LIVE AGENTS WANTED IN OPEN TERRITORY

WRITE TODAY FOR FULL PARTICULARS

THE CONSOLIDATED MANUFACTURING CO.

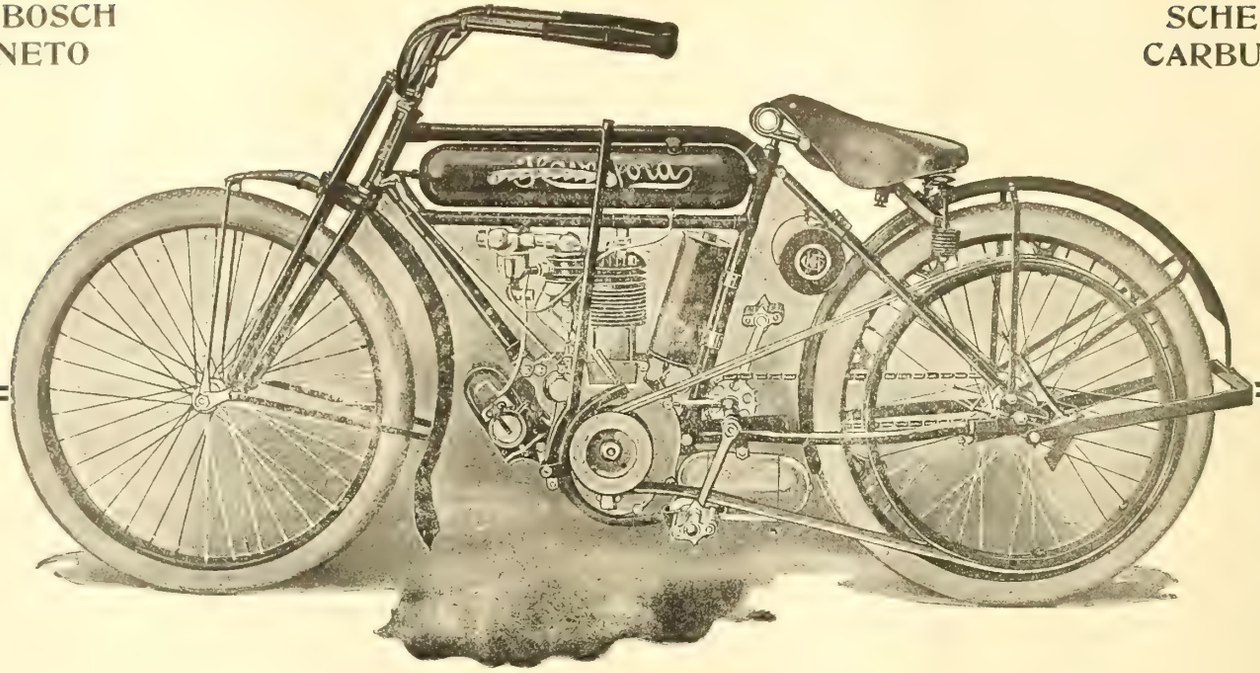
1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative, 219 Clinton Avenue, Newark, N. J.
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors
CONSOLIDATED PACIFIC COAST BRANCH, Los Angeles, Cal., California Distributors

We Also Make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of Every Description.

WITH BOSCH MAGNETO

SCHEBLER CARBURETER



You Can't Beat This

HAVERFORD

1912 "Big Four"

$175 Including Bosch High Tension Magneto and Schebler Model "H" Carbureter. It's the best proposition yet. Better get busy on it immediately. Here are a few of this splendid 1912 motorcycle's features: Has long stroke 4 h. p. upright engine, aluminum crankcase, leaf spring truss fork, 28-inch studded tires, Persons "Champion" motor seat, "Rough Rider" grips, automatic stand and speed of 55 miles an hour. It will sell in your territory for $175 f. o. b. Philadelphia.

We're Closing With Agents and Riders Everywhere—WRITE NOW!

THE HAVERFORD CYCLE COMPANY, Philadelphia, Pa.

826-827-829 Arch Street

BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.

The Saddle that always helps to sell the Bicycle

Every aid to easy sales is worth consideration—

Every "hindrance" should be cut, as it reveals its handicapping influence.

Now there are Saddles and Saddles—roughly, the BROOKS and —the others.

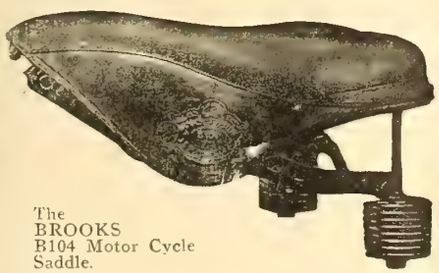
The first is the Saddle that always helps to sell the bicycle—

It is the original and only genuine compound-spring saddle and, by its exclusive merits, proves at all times a real and constant aid!

Remember that, and when you reflect on the lines that help and hinder, in Saddles just select the BROOKS—the best.

J. B. BROOKS & CO., Ltd.
73 Criterion Works Birmingham, Eng.

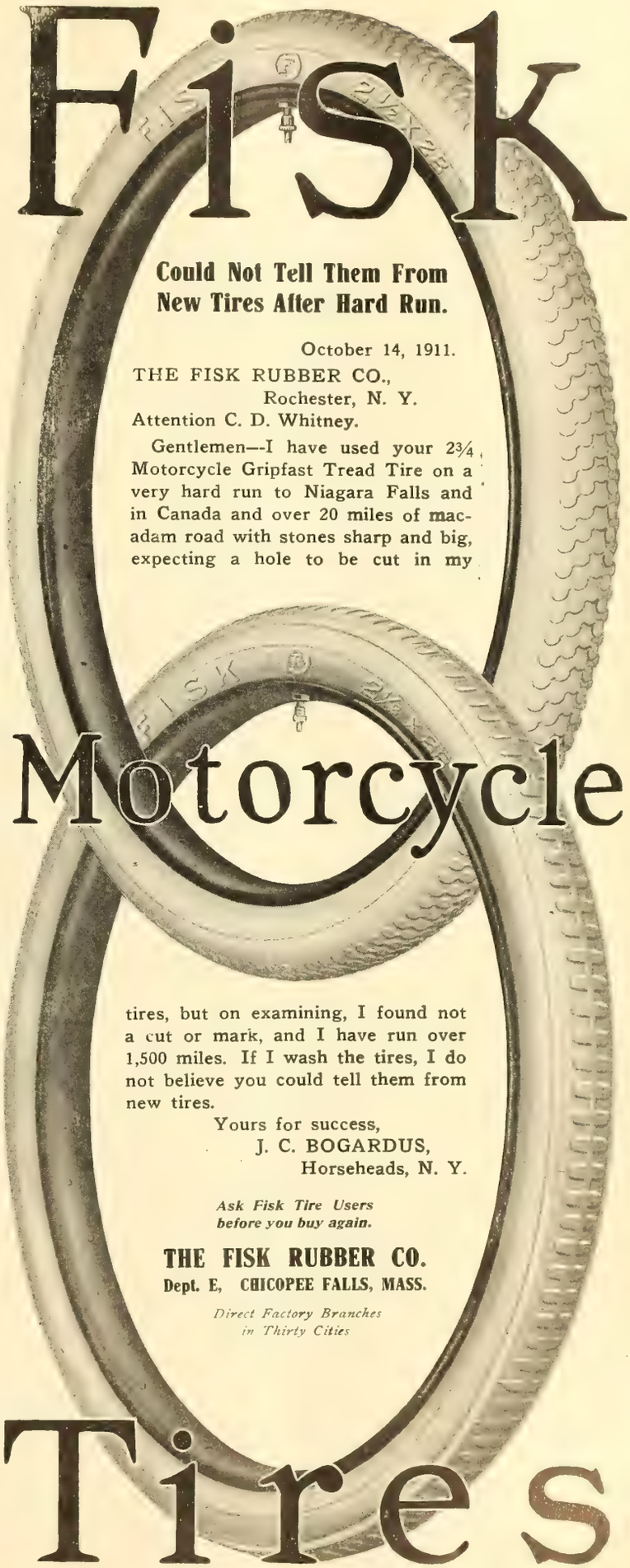
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren Street, New York



The BROOKS B104 Motor Cycle Saddle.

BROOKS

Fisk



Could Not Tell Them From New Tires After Hard Run.

October 14, 1911.

THE FISK RUBBER CO.,
Rochester, N. Y.
Attention C. D. Whitney.

Gentlemen—I have used your 2¾ Motorcycle Gripfast Tread Tire on a very hard run to Niagara Falls and in Canada and over 20 miles of macadam road with stones sharp and big, expecting a hole to be cut in my tires, but on examining, I found not a cut or mark, and I have run over 1,500 miles. If I wash the tires, I do not believe you could tell them from new tires.

Yours for success,
J. C. BOGARDUS,
Horseheads, N. Y.

Ask Fisk Tire Users before you buy again.

THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

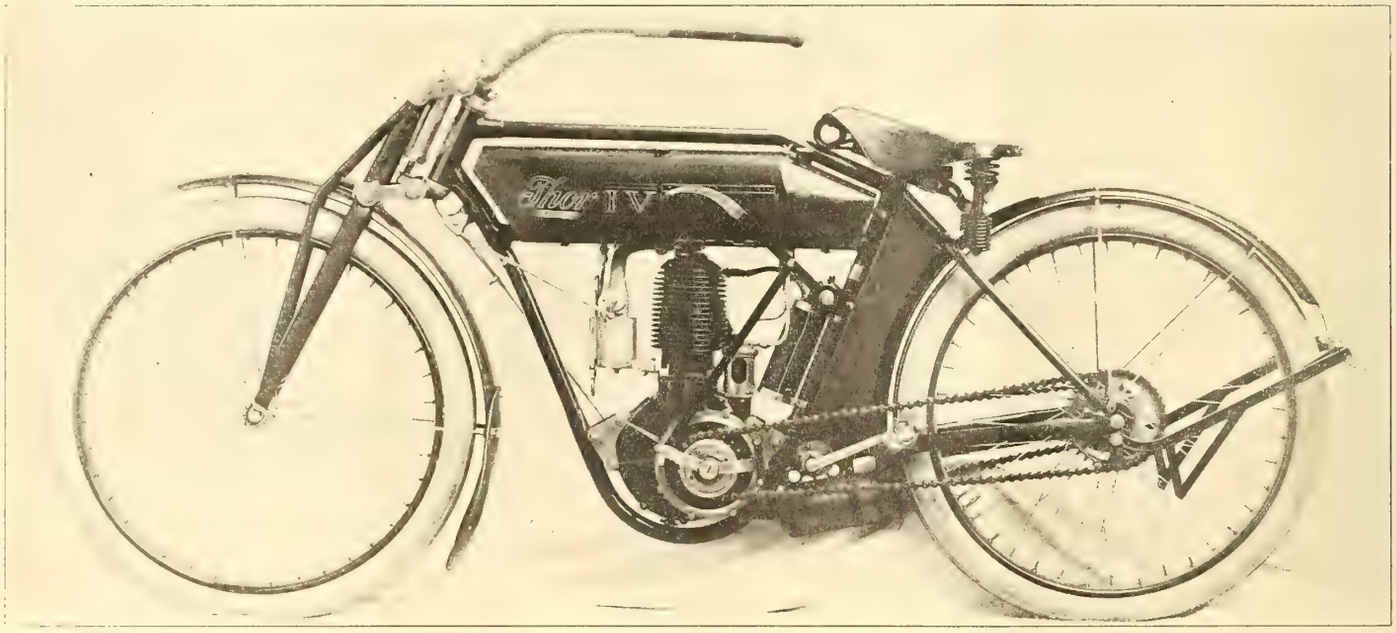
Direct Factory Branches in Thirty Cities

Motorcycle Tires

1912 *Thor* $175

Either Chain or Belt with Free Engine Clutch

ENAMELLED EITHER PURE WHITE OR *Thor* BLUE



Just a Starter of Our 1912 Revelation

More Soon—Wait, Watch, Write

AGENTS, HERE IS YOUR CHANCE

AURORA AUTOMATIC MACHINERY CO.
Thor Building **CHICAGO, ILL.**

A. FREED, Pacific Coast Distributor, 1440 Market Street, San Francisco, Cal.

MANY REFINEMENTS IN EMBLEM

Three Striking Models Are Offered for 1912 at Reduced Prices

(From Motorcycle Illustrated)

REFINEMENT of a pronounced nature is apparent in the 1912 Emblem motorcycle, manufactured by the Emblem Manufacturing Company at Angola, N. Y. This refinement applies not only to the general appearance of the machines, where it is most marked, but to mechanical details as well. Beginning with the frame, where the change from the 1911 model is most marked, there is much of interest and improvement to be noticed. The head cluster has been lowered one inch, and instead of two stems, the handlebars are now firmly held by three stems, the central member being held by an expander, making it impossible for the handlebar to work loose under any conditions whatever.

The top bar of the frame has been dropped and lowered 2½ inches at the seat post, making the design much more graceful and at the same time giving better balance and control to the rider. To add to the lowered position so much in vogue these days the spring seat post also has been changed to allow a still lower position, and the adoption of a special steel spring for the gooseneck seat post has made the lowered 1912 design even more flexible than that used on the 1911, which latter was considered one of the most comfortable designs on the market.

The lowering of the top member of the tube has made it possible to shorten the handlebars, thereby bringing the rider 1½ inches closer to the front. This makes the machine exceedingly easy to control in unfavorable road conditions, while the lowered saddle position will make a fall absolutely unnecessary.

Front forks are longer and give more clearance between the tire and mudguard, so that it is impossible to clog up the opening with mud, and which increased space also will give ample room for repairing a tire without necessitating a removal of the wheel. The same feature is applicable to the rear wheel. Rear fork ends also are of a different construction, the stand being fastened to the lower rear end, and when down is supported by a lug brazed to the lower rear fork. The stand is a considerable improvement over its 1911 counterpart, as it requires only a slight pull backward to lift the machine on the stand. The rear stays have two lugs brazed thereon to permit the attachment of the tandem.

The Emblem tandem is really one of the most startling developments in the Emblem line. Not only is it a graceful piece of mechanism, but its makers claim it is by far the most comfortable tandem attachment yet produced, and at the same time the safest, being integral with the machine. The upper support of the tandem consists of a yoke which fastens to two lugs, which are firmly brazed on all 1912 Emblem models, as previously stated. There also is a handlebar stem on which an adjustable bar is fastened. This bar can instantly be dropped when it is desired to use the tandem equipped machine as a single. The adjustable bars make it possible to carry a suitcase or other large package behind, or the saddle can be removed in a minute and a flat luggage carrier attached. The yoke that passes over the rear wheel is equipped with two large telescopic tubes on each side of the wheel, inside of which are specially made spiral springs 13 inches long and of ample diameter, which gives the tandem rider an up-and-down movement of 3 inches as a maximum, and the springs can be furnished for light, medium or heavyweight passengers. The pedal cranks are curved forward to give the most comfortable riding position possible. The rider is seated well over the rear wheel, so that steering a tandem model is as easy as controlling a single machine.

To return to the frame, the V-belt model is made with the rear stay in one piece, having no offset forgings in same. The flat belt frames have a forging at the pulley clearance, with a screw in it to permit the removal of the flat belt.

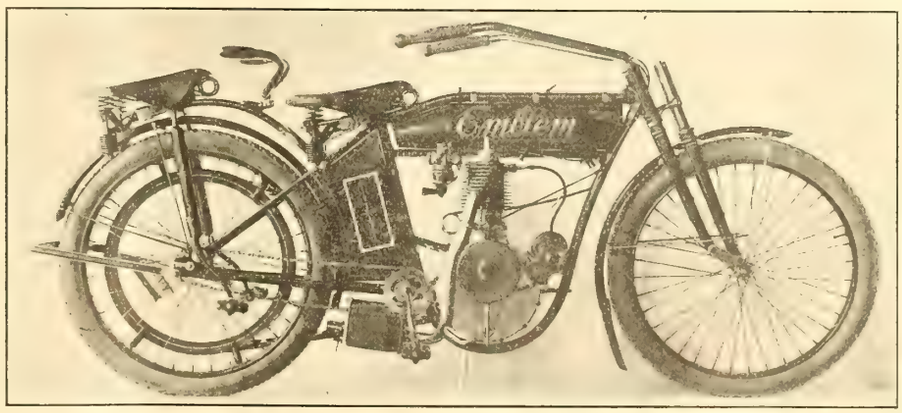
THE STANDARD WELDING CO.

Cleveland, O.

NEW YORK CHICAGO DETROIT

NOTE: We Do Not Make the Emblem, But We Sell Its Makers Many Miles of Standard Tubing Yearly—They Can Find Nothing Better.

A STANDARD TUBING MACHINE



"THE EMBLEM"

Here They Are Again! All the Biggest, Best Known Motorcycle Makers Who Specify Goodyear Tires:



Aurora Automatic Machinery Co.	*Thor*
Blackhawk Motor Co.	*Blackhawk*
Consolidated Motor & Mfg. Co.	*Yale*
Emblem Mfg. Co.	*Emblem*
Excelsior Motor & Mfg. Co.	*Excelsior*
Flanders Mfg. Co.	*Flanders*
Harley-Davidson Motor Co.	*Harley-Davidson*
Hendee Mfg. Co.	*Indian*
Miami Cycle & Mfg. Co.	*Merkel*
Minneapolis Motorcycle Co.	*Minneapolis*
Theim Mfg. Co.	*Theim*
Wagner Mfg. Co.	*Wagner*

What Do These Names Tell You About Motorcycle Tires?

Don't they predict success for the riders who use them and the dealers who help to supply the demand? Signed and sealed contracts for over **one-third** of all the manufacturers' motorcycle tire equipment for 1912 held by

GOODYEAR
Motorcycle Tires

The World's Strongest, Most Enduring and Speediest Motorcycle Tires.

When you **specify** Goodyear Motorcycle Tires, you are reflecting the judgment of America's 12 leading motorcycle manufacturers who selected Goodyear Tires for their 1912 output because of the stronger guarantee of SERVICE that went with them. Read their names above—arranged alphabetically. **Memorize them!**

Treads thicker than all others. Fabric of greater tensile strength. Rubber new and properly compounded. Tire **Beads moulded** and cured on exact duplicates of the rim eventually to be fitted. A tire for every road condition. Here, boiled down, are just a few of the **reason-whys** for Goodyear **efficiency.**

The **result** is a **freedom** from punctures, blowouts and tire trouble that looks mighty good to the average motorcyclist.

Goodyear Motorcycle tires are built by the world's greatest tire experts—the same who perfected the now famous Goodyear No-Rim-Cut Auto Tire with the Non-Skid tread. Yet because of the enormous output Goodyear Motorcycle Tires cost no more than the tires they have **vanquished.** Specify one of

THE FAMOUS FIVE
On Your 1912 Machine

1—Goodyear Corrugated Tread Tires—for the average give and take road.

2—Goodyear Studded Tread Tires—for mud, sand, snow and ice travel.

3—Goodyear Non-Skid Tires—for use on slippery pavements.

4 & 5—Goodyear Blue Streak Racing Tires—hold all world's records. One tire for dirt tracks, another for cement or board.

These tires are fully described in our handsome booklet on **Motorcycle Tires.** Send for it at once.



THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(434)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, November 11, 1911. No. 8

BIGGER SHOW BUILDING PLANNED

Despite Loss of Garden, Enlargement of Palace Will Provide Enough Room for Shows and Six Day Races.

When the announcement was made some time ago that Madison Square Garden had been sold and would be torn down to make room for a large office building it was at once wondered where the shows that are now held in the Garden will hold forth after this year, and the question also arose as to whether the six-day bicycle race of this year would be the last, for lack of a proper place in which to hold it. Now there comes a definite announcement that will settle for all time the show question and make the much-desired one-week-one-show not only a possibility, but a probability, as well as offering a better bicycle track for the six-day races.

For be it known the new Grand Central Palace, which has but recently been completed, will be about doubled in size. The New York Central Railroad Co., which owns the Palace, has completed practically all of the preliminary arrangements necessary for the erection of a twin building—so far as the exterior is concerned—which will be directly connected with the present magnificent structure. It will occupy the site fronting on Lexington avenue from 47th to 48th street, adjoining the present Palace, which runs from 46th to 47th street. Unlike the latter, however, the exhibition hall of the new building will be devoid of columns and posts. It will more closely resemble the interior of Madison Square Garden in that it will have a huge arena overlooked by two balconies, thus providing a seting for a public show which at present only Madison Square Garden provides. It will afford 160,000 square feet of floor space, which, with the room afforded by the present Palace, will be sufficient for almost any automobile or other exhibition not of a sweepingly general nature, and will permit an eight-lap track for bicycles, etc. A swimming tank 162 feet long by 45 feet wide is also provided for.

Like the present structure, it will contain a number of offices and permanent show rooms, and will be operated by the Manufacturers and Merchants Exchange. Of more direct concern to the motorcycle industry is the fact that for the purposes of automobile displays, which will no doubt include motorcycles and accessories, the present Palace and the addition that will be erected are under lease for a period of five years to the Automobile Board of Trade, which will have power to assign its lease if it so desires; in fact, so quietly did the Board of Trade go about it that only recently it leaked out that the National Association of Automobile Manufacturers' show which will occupy Grand Central Palace during January next will do so only by grace and assignment of the Board of Trade. The plans for the addition to the Palace are so well in hand that it can be authoritatively stated that the new building will be ready for occupancy next fall.

Marshall Joins Sutcliffe Staff.

F. B. Marshall, well-known racing man of Terre Haute, Ind., formerly connected with J. E. Sayre Co., of that city, has accepted a position with the Sutcliffe Co., of Louisville, Ky. Mr. Marshall states that prospects for the future in Louisville are more than promising and that the Sutcliffe Co. expects to dispose of not less than 200 machines the coming season.

CYCLE JOBBERS REVISE THEIR LISTS

Thirty-one New Names Added—Now Contains 156 Concerns—Who and Where They Are.

Having completed the revision of its list, the National Association of Cycle Jobbers has decided that there are now 156 concerns dealing with bicycles and bicycle supplies that are entitled to the designation of jobber. Thirty-one names have been added since the last list was prepared, and several have been weeded out. The new list is as follows:

Arkansas.

Little Rock—J. H. Martin Arms Co.

California.

Los Angeles—Appeal Mfg. & Jobbing Co., John T. Bill & Co., Wm. H. Hoegee Co., F. M. Jones, Tufts-Lyon Arms Co.

Oakland—Bean & Son Co., F. M. Jones.

Sacramento—Baker & Hamilton, F. M. Jones, Kimball, Upson Co.

San Jose—Bean Sons & Co., F. M. Jones.

San Francisco—Baker & Hamilton, Bean & Son Co., E. F. Merry, J. T. Bill & Co.

Colorado.

Denver—M. L. Foss, Scott-Hamburger Tool & Supply Co.

Connecticut.

Hartford—Post & Lester Co.

New Haven—Henry Horton.

District of Columbia.

Washington—Haverford Cycle Co., C. S. Kessler & Bros.

Florida.

Jacksonville—McGraw Bros. & Vogt, Nelms-Wiesenfeld Co.

Georgia.

Atlanta—Alexander-Seewald Co., Elyea-Austell Co., Walthour & Hood.
Macon—S. S. Parmelee Co.

Illinois.

Chicago—Butler Bros., Beckley-Ralston Co., Hibbard, Spencer, Bartlett & Co., McVoy-Wessling Hardware Co., Chicago Cycle Supply Co., Motor Car Supply Co., VanCleef Bros., Vim Co.

Indiana.

Evansville—Boetticher, Kellogg & Co.
Indianapolis—Hearsey-Willis Co., Van-Camp Hardware & Iron Co.
Richmond—Pogue Miller & Co.

Iowa.

Des Moines—Brown-Camp Hardware Co.
Sioux City—Knapp & Spencer Co.

Kansas.

Atchison—Blish Mize & Silliman Hardware Co., A. J. Harwi Hardware Co.

Kentucky.

Louisville—Sutcliffe Co., Prince Wells Co., National Supply Co., A. L. Ray Co.

Maine.

Portland—James Bailey Co.

Maryland.

Baltimore—Coggins & Owens, Henry Keidel & Co.

Massachusetts.

Boston—Bigelow & Dowse Co., Hub Cycle Co., Iver Johnson Sporting Goods Co., Wm. Read & Sons, Bi-Motor Equipment Co.
Fitchburg—Iver Johnson Sporting Goods Co.
Worcester—Iver Johnson Sporting Goods Co., J. W. Grady & Co.

Michigan.

Detroit—Fletcher Hardware Co., J. H. Wimmer Supply Co.
Port Huron—Beard-Campbell Co.
Grand Rapids—W. B. Jarvis & Co., Ltd.
Saginaw—Morley Bros.

Minnesota.

Duluth—Kelly-How-Thompson Co., Marshall-Wells Hardware Co.
Minneapolis—Butler Bros., Janney, Semple, Hill & Co., E. A. Williams.
St. Paul—Farwell, Ozmun, Kirk Co., Hackett, Walther, Gates Hardware Co., C. J. Smith & Co.

Missouri.

Kansas City—Richards & Conover Hardware Co., Schmelzer Arms Co.
St. Joseph—Wyeth Hardware & Mfg. Co.
St. Louis—Butler Bros., Giller, Ward & Hasner Hardware Co., R. J. Leacock Sporting Goods Co., Norvell-Shapleigh Hardware Co., Simmons Hardware Co.
Springfield—Rogers & Baldwin Hardware Co.

Nebraska.

Lincoln—Henckle & Joyce Hardware Co.
Omaha—Lee, Glass Andreesen Hardware Co., Nebraska Cycle Co., Paxton & Gallagher Co., Wright & Wilhelmy Co.

New Hampshire.

Manchester—John B. Varick Co.

New York.

Albany—Albany Hardware & Iron Co.
Buffalo—Jos. Strauss & Sons, Vim Cycle & Hardware Co., Cycle & Auto Supply Co.
Elmira—Elmira Arms Co.
New York City—F. A. Baker & Co., Broadway Bicycle & Auto Supply Co., Butler Bros., John S. Leng's Son & Co., New York Sporting Goods Co., Progressive Cycle & Auto Co., Wilson Trading Co., E. A. Brecher & Co.
Rocheste.—Sidney B. Roby & Co., Rochester Rubber Co.
Schenectady—J. A. Rickard & Co.
Syracuse—W. D. Andrews, Central City Rubber Co., H. R. Olmstead & Sons, Spalding & Co., Syracuse Rubber Co., Syracuse Saddlery Co.
Utica—Utica Cycle Co.

Ohio.

Cleveland—D. E. Foote Rubber Co., Collister & Sayle, Davis, Hunt, Collister Co., Lockwood-Luetkemeyer-Henry Co., George Worthington Co., Penn Rubber & Supply Co.
Columbus—Columbus Merchandise Co., Tracy-Wells Co.
Dayton—G. W. Schroyer & Co.
Newark—Ball-Fintze Co.
Toledo—Union Supply Co., Toledo Rubber Co.

Oregon.

Portland—Ballou & Wright, F. P. Keenan Co., Pacific Coast Rubber Co.

Pennsylvania.

Altoona—W. H. & L. C. Wolfe.
Philadelphia—Geo. H. Greiss, Haverford Cycle Co., Manufacturers' Supply Co., Geo. W. Nock Co., Inc., Geo. W. Robb, Supplee Hardware Co., Edw. K. Tryon Co.
Pittsburg—Bindley Hardware & Mfg. Co., Logan-Gregg Hardware Co., Sportsman's Supply Co.
Reading—Keyser Fry.
York—W. P. Swartz.

Rhode Island.

Providence—Combination Ladder Co., A. E. Goodby.

Tennessee.

Memphis—Jerome P. Parker Co., Johnson-Meyer Co.

Utah.

Ogden—Browning Bros. Co., Proudfit Sporting Goods Co.
Salt Lake City—Salt Lake Hardware Co.

Texas.

Dallas—Cullum & Boren Co., H. Johnsen.
San Antonia—R. H. Hofheinz.

Virginia.

Norfolk—W. H. Grover.

Washington.

Tacoma—Pacific Coast Rubber Co.
Seattle—Piper & Taft, Ins.
Spokane—Spokane Cycle & Supply Co.

Wisconsin.

Green Bay—Morley-Murphy Hardware Co.
Milwaukee—Wm. Frankfurth Hardware Co., Philip Gross Hardware Co.

Handin to Direct Thor Sales.

J. A. Handin, formerly assistant to Sales Manager E. T. Roberts, of the Aurora Automatic Machinery Co., Chicago, manufacturers of the Thor, has been appointed to fill the vacancy of sales manager caused by the resignation of Roberts, who is now connected with the Troxel Mfg. Co. Previous to his connection with the Aurora people Handin was assistant branch manager of the G & J Tire Co., in Chicago. In his new position Handin will conduct an aggressive policy and will devote a great deal of his time to the development of the motorcycle as a commercial vehicle, not neglecting in any way, however, the pleasure rider.

Due to Mr. Handin the new 1912 Thor will be seen generally in white, instead of blue as heretofore, although the latter color can be obtained if desired. In this connection it is understood that all battery models, 1912, four horsepower, belt or chain drive, will sell for $175; and with the belt drive and magneto, at $200. A new trussed front fork will be used, which it is claimed will add greatly to the strength. There will aso be a free engine clutch on all chain models. Two new models will be placed on the market—a five horsepower magneto single at $250, and seven horsepower twin at $300. It is understood that both of the latter models will be equipped with two-speed gears.

Fisk Building Branch in San Francisco.

The Fisk Rubber Co. has placed contracts for the erection of a new building which will house its San Francisco branch. The structure will be a two-story and basement reinforced concrete building, and will be erected on the Fisk property at Van Ness avenue and Austin street at a cost of $15,000.

Weisenfeld to Enlarge His Quarters.

The building housing the sporting goods, bicycle and motorcycle establishment of Little Joe Weisenfeld, at Howard and Baltimore streets, Baltimore, Md., will shortly be altered and improved to meet the demands of the increased business.

M-M Agency Opened in Winnipeg.

The Canadian Port Huron Co., of Winnipeg, Canada, has secured the selling rights of the M.-M. motorcycles, manufactured by the American Motor Co., Brockton, Mass., for Western Canada.

W. M. G.

SMITH PATENT FINALLY BURIED

Long Legal Battle Finished and Pope Company Loses—Court of Appeals Decision in Full.

The decision of the United States Court of Appeals for the Seventh District, rendered by Justices Grosscup, Baker and Carpenter in Chicago, affirming the decree of the lower court in favor of Arnold Schwinn & Co., appealed by the Pope Mfg. Co., of Hartford, Conn., in the famous bottom bracket patent No. 392,937, is published herewith in full.

This case has been before the courts for the past 20 years, and now is finally settled by the decision of the Court of Appeals in affirming the decision of the lower courts, made by Judge Kohlsaat, sitting in the United States Circuit Court of Chicago in February, 1910. The patent was granted on November 13th, 1888, and expired exactly six years ago, after having been a cause of more or less commercial warfare in the cycle trade. A number of bicycle and parts manufacturers pooled issues and fought it at one time, and with the H. P. Snyder Mfg. Co. as the nominal defendant it was pressed to a decision before Judge Ray in the United States Circuit Court in 1905, who decided in favor of the Pope Mfg. Co.

Arnold Schwinn & Co. were one of the few manufacturers who did not at that time recognize the patent. Suit had been entered against them late in 1903, but for various reasons was not pressed to an issue until 1908, for although the patent had expired in the interim they yet were liable for a large amount of accrued royalty on several hundred thousand bicycles. The decision of Judge Kohlsaat in 1910 decided against the Pope Mfg. Co., and the following decision is that on the appeal taken by the Pope company to the United States Court of Appeals for the Seventh District:

Appeal from the Circuit Court of the United States for the Northern District of Illinois.

This cause comes here upon appeal from a decree dismissing a bill of complaint, in common form, alleging infringement of claims 1 and 6 of United States Patent No. 392,937, granted to William E. Smith on November 13th, 1888, on an application filed February 16th, 1888, for improvements in bicycles.

Before Grosscup and Baker, Circuit Judges, and Carpenter, District Judge.

Carpenter, District Judge:

The claims alleged to be infringed read as follows:

"1. In a rear-driving, front-steering bicycle, the frame or reach provided with the rigid transverse tube c, built rigidly into and forming an integral part of said frame, and adapted, substantially as described, to receive the pedal shaft."

"6. In a frame for bicycles and kindred machines, a transverse receiving tube, c, provided with necks, c^8 and c^9, to receive the front and rear ends of the frame or reach."

These claims indicate that the invention involves a pedal shaft bearing tube, so constructed transversely with the reach or frame of the bicycle that the whole forms a single rigid and integral structure.

The defenses are: (1) That Smith was not the first inventor, and (2) that the patent is, in view of the prior art, invalid.

In the view which we take of the case it will be unnecessary to discuss the question of whether or not Smith was the first inventor.

The record contains a number of English trade publications of a commercially general circulation in the United States, which indicate that the device of the patent in question was made public in this country prior to the date of the invention.

Certain papers were published in 1887 showing the so-called "Rover" type of bicycle, the bottom bracket of which, although it depended somewhat below the frame, was rigid and integral, the tube, however, being cut away between the two end bearings. It was, as defendants' expert says, a mutilated tube.

Griffin's Year Book for 1887, illustrating "The Ranger Centaur Dwarf Safety Ranger," shows a bottom bracket in rigid connection with the reach, but having a tubular journal or transverse tube underneath the reach. The Centaur Cycle Company's catalog for February 1st, 1888, shows a cut of the "Ranger" with the statement: "We produce in one solid steel forging the crank-bearing bracket with connections for the bottom fork and main backbone."

The "Cyclist" of May 25th, 1887, and the "Bicycling News" of February 4th, 1888, illustrating the "Raleigh" bicycle, show a rear-driving, front-steering bicycle, with what appears clearly to be a tubular pedal shaft, centrally located between the reach and the rear forks of the machine. This pedal shaft is shown to have been brazed solidly on the bracket.

Sturmey's Handbook, a standard bicycle publication, of date July 20th, 1887, described the "Raleigh" bicycle as having "the crank bracket constructed solid with the frame." Also, "solid crank bracket, impossible to work loose."

The cuts and descriptive matter in these publications show that certain safety bicycles were advertised as constructed mainly of tubing, with a centralized and rigidly built-in bottom bracket. Whether the tubular pedal shaft was completely enclosed does not appear.

Thus it seems that some months prior to Smith's application for the patent in suit, and which, by legal presumption, was a like period prior to his claimed invention, the standard bicycle publications of England, which had a trade circulation in this country, contained illustrations which, though from their nature not showing specific details, are so plain as to leave no possible room for invention in the subject matter of either the 1st or the 6th claim of the Smith patent.

The location of the bottom bracket with reference to the frame or reach, as shown in these publications, is identical with that shown in Fig. 1 of the Smith patent, save only that it cannot be said from the illustrations alone that the bottom bracket illustrated is a non-perforate tube. A bottom bracket, however, it is; and manifestly centralized and built into the reach or frame, so as to make an integral part of it.

The following cuts of the "Raleigh" bicycle, taken from standard bicycle trade publications, will serve as illustrations. The first appeared in the issue of the "Cyclist" under date of May 25th, 1887; and the second in "Sturmey's Handbook," which was published on July 20th, 1887.

The crank-axle bracket appears to be disposed centrally between the lower rear forks and the lower front member of the diamond frame. The bracket is solid with the frame. The lower rear fork and the lower front frame member extend radially from the crank shaft bracket, so that the bracket may be said to be centralized between them, built to form, in effect, an integral part of the frame, and is described in the text of "Sturmey's Handbook" as "solid crank axle bracket, impossible to work loose." This bracket is also described as provided with ball-bearings for the crank axle, from which it follows necessarily that the bracket must have been, in part, at least, tubular.

Sturmey's Handbook, as well as the other printed publications in the record, leave it uncertain whether the crank axle bearing there contemplated was in the form of a continuous imperforate tube or not, and the complainant insists that the patent in suit contemplates an imperforate tubular crank shaft. Complainant's counsel at the hearing on this appeal admitted that a perforate tube would not infringe the Smith patent. We agree with the learned trial judge that:

"With these illustrations and descriptive matter of the 'Raleigh' bicycle before him, showing every detail of the claims in suit except whether or not there was a perforation or opening in the under side of the bracket, and with perforate and imperforate axle supports to choose from, it is the opinion of the court that any person skilled in the art could as certainly have produced a bicycle involving the subject-matter of the claim in suit as if he had the Smith patent before him. If he chose a perforate axle bearing and found that it was objectionable, it is believed that, in view of the state of the art, the most ordinary mechanical skill would tell him to close the opening or adopt on old form of imperforate tube. With the state of the art in view, it is the opinion of the court that there was no patentable difference between the Smith bottom-bracket with a perforation on its under side, and a bracket of the same construction without a perforation."

Given a tubular frame and a "crank-bracket constructed solid with the frame," and bearing in mind that strength and lightness were the most desirable features in the construction of the so-called "safety bicycle," and bearing in mind also that the pedal shaft involved the point of greatest strain, it would not require inventive genius to take the perforate crank bracket, constructed solid with the frame, and convert it into an imperforate and consequently stronger tubular bracket.

This case comes within the doctrine announced in Seymour v. Osborn, 11 Wall. 516, and Cohn v. United States Corset Company, 93 U. S. 366.

In Cohn v. United States Corset Company, the court said:

"To defeat a party suing for an infringement it is sufficient to plead and prove that the thing patented to him had been patented or described in some printed publication prior to his supposed invention or discovery thereof."

In Seymour v. Osborn, it was held:

"Patented inventions cannot be superseded by the mere introduction of a foreign publication of the kind, though of prior date, unless the description and drawings contain and exhibit a substantial representation of the patented improvement, in such full, clear and exact terms as to enable any person skilled in the art or science to which it appertains, to make, construct, and practice the invention to the same practical extent as they would be

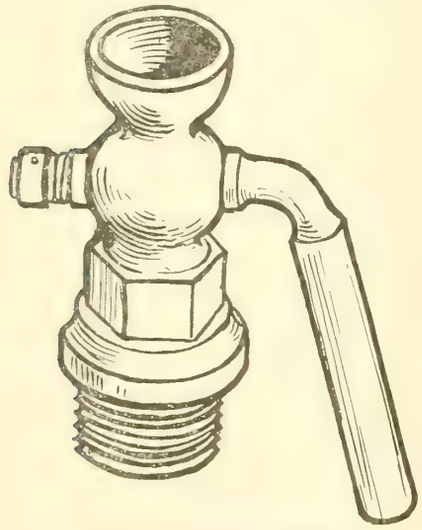
enabled to do if the information was derived from a prior patent. Mere vague and general representations will not support such a defense, as the knowledge supposed to be derived from the publications must be sufficient to enable those skilled in the art or science to understand the nature and operation of the invention, and to carry it into practical use."

A patent to be valid must exhibit invention beyond what was known to the world prior to the advent of the patentee. The patent here involved falls short of this standard.

The decree of the trial court is affirmed, with costs against the appellant.

Swenson Offers New Priming Cap.

To facilitate easy starting of motors in cold weather, B. A. Swenson, 298 Blackstone street, Providence, R. I., is offering a neat priming cap, which is adapted for all motors tapped for two plugs, especially Indians. The primer is shown in the accompanying illustration, and is intended to be screwed into the center of the cylinder head directly over the piston, and has a metric thread so that it interchanges with metric plugs or blanks. The hand valve is retained by a friction spring and pinned collar, insuring it remaining as set, and the workmanship and finish are good.



THE SWENSON PRIMER

Night Shirt for "Retiring" President.

Fred I Willis, the popular ex-president of the F. A. M., announces his retirement from the presidency of the Indianapolis Auto Trade Association, and he will take up his active duties with the Kokomo Rubber Co. A "retiring reception" was given him by the members of the I. A. T. A. at the club rooms of the Hoosier Motor Club and a general good time was enjoyed. There was plenty to eat, more to smoke, and an abundance of jokes passed around. Mr. Willis was presented with a night shirt in view of the fact that he was "retiring." Good wishes of the Association for the future were embodied in a handsome Masonic emblem presented to the retiring president by C. A. Bookwalter of the Hoosier Motor Club. L. L. G.

"Rider Agents" Bring in Business.

Wisely recognizing that the way to get business, and to keep on getting more is to go after it energetically, the hustling "live wire" motorcycle agents are busily planning new selling schemes. A plan that has to its credit many a sale is used by the G. H. Westing Co., of Indianapolis, Ind. Westing sends out a few of his men mounted on motorcycles to browse around anywhere on the country roads and in the towns and hamlets and give demonstrations to farmers and all persons whom they can interest in motorcycles. Names and addresses are taken, and catalogs and "make-you-want-one" letters then are sent to the prospects. After a reasonable interval these roving salesmen again visit the prospects whom they have interested, and endeavor to clinch sales, and have met with considerable success. The scheme is not copyrighted.

Goerke to Handle Pierce and Indian.

Following the example of his two old racing pals, Stanley Kellogg and Fred Huyck, Walter Goerke, of Brooklyn, N. Y., one of the most popular motorcycle racers which the sport has developed, is going into the trade. He has secured the agencies for Pierce and Indian motorcycles for Essex County, N. J., and is fitting up a store at 321 Washington street, corner of William, in Newark. The establishment will be 25x70, and a full line of machines and parts will be stocked and a repair department also will be maintained. Goerke has been on the staff of F. A. Baker & Co., of New York City, for several years, and has had a good schooling in the selling end of the business. Since last spring he has been inactive as the result of a serious accident sustained in a road race, but now has recovered sufficiently to re-enter business.

Four More Factory Branches for Fisk.

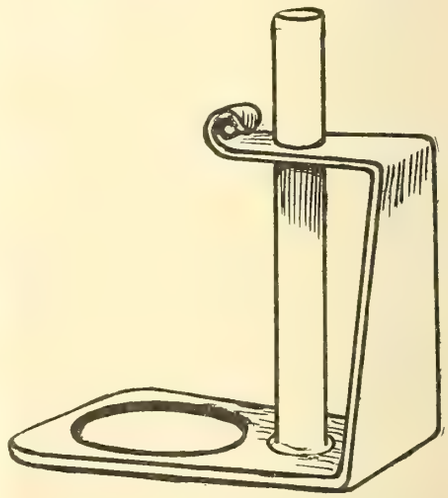
The Fisk Rubber Co., of Chicopee Falls, Mass., will soon open direct factory branches in Brooklyn, N. Y., Pittsburg, Pa., Cincinnati, Ohio, and Butte, Mont., increasing the total number of direct factory branches to 34 the entire list being as follows: New York, Boston, Providence, Springfield, Mass., Hartford, Philadelphia, Baltimore, Atlanta, New Orleans, Syracuse-Rochester, Buffalo, Brooklyn, Cleveland, Detroit, Milwaukee, Chicago, Indianapolis, St. Louis, Minneapolis, St. Paul, Fargo, N. D., Kansas City, Mo., Omaha, Denver, Seattle, San Francisco, Oakland, Sacramento, Fresno, Cal., Los Angeles, Pittsburg, Cincinnati, Butte.

Bidwell-Conklin Takes Baker Branch.

The Bidwell-Conklin Co. is the style of the new firm which has taken over the former uptown branch of F. A. Baker & Co., 2142 Broadway, New York City. The new interests include H. F. Bidwell, former manager of the branch for Baker, and Kennedy Conklin. The company will incorporate under New York laws with a capitalization of $10,000 The transfer became effective on the 1st inst., and the new management will continue the lines heretofore handled, viz., Indian and Pierce motorcycles. Having secured possession of the entire building, the company will maintain storage and repair facilities, and also carry a full line of parts and accessories. Special attention will be given to developing the sale of delivery vans, and the introduction of motorcycles in commercial lines.

Flagstaff Holder for Motorcycles.

Somebody once said, and very correctly, too: "There's a place for everything." This adage is as true of motorcycle accessories as it is of anything else, and working along this theory Hiram G. Baxter, 31 Washington street, Providence, R. I., local Excelsior motorcycle agent, has brought out a flagstaff holder designed to carry the staffs of pennants, which now are popular with tourists, particularly, as indicating the range of their travels. The holder, shown in the illustration, is designed to be attached to the top of the fork stem on the Excelsior machine, the stem passing through the large hole and the bracket being fastened by a headnut. The bracket is made with different sized holes for attachment to the handlebar or head stems of various machines.



A FLAG OR PENNANT HOLDER

Bluff Opens Store in Waterloo.

The Bluff Bicycle Co. is the title of a new concern at 517 Bluff street, Waterloo, Ia. Ellis Boggs, of that city, is in charge as manager. A complete stock of new and used bicycles will be carried. The firm also has secured the local agency for Indian motorcycles. A fully equipped repair shop will be maintained.

Mercier Becomes "His Own Boss."

Fernand Mercier, of New York, who recently resigned from the staff of F. A. Baker & Co. to go into business for himself, has opened a motorcycle repair shop at 530 Classon avenue, Brooklyn. He will do a repair business exclusively.

GRINBERG'S COMPANY GOES BROKE

Cut-Price Rubber Concern in Receiver's Hands—Couldn't Pay the Rent—Liabilities Are $25,000.

No more will cut-rate signs and bargain sale notices for tires and accessories cover the front of 57 Warren street, New York, for the Hayes Rubber Co., the occupant, has been unable, among other things, to pay the rent, and as a result an involuntary petition in bankruptcy against the company has been filed and S. Lawrence Miller has been appointed receiver. Its liabilities are $25,000 and the assets $1,000. The company was incorporated in February, 1908, with a capital stock of $3,000. Its sensational advertising of "factory and traveling salesmen's samples at prices two-thirds less than regular rates" attracted attention, and this company was known chiefly because of the fact of its financial backer, who is David Grinberg, of the firm of Morris & Grinberg, who carry on business under the nom de plume of "Manhattan Storage Co."

Reaching Out for Latin-American Trade.

O. T. Peckham & Co., Grand Rapids, Mich., manufacturers of bicycle grips and the Victor Pump Co., makers of self-measuring oil pumps, are having Spanish catalogs and other literature prepared by the Latin-American Service Co. A vigorous advertising campaign will be conducted by these companies with the object of getting Latin-American trade. The Spanish catalogs representing Grand Rapids goods already sent to the Spanish countries are producing excellent results, and when all the factories under contract with the service company have their Spanish catalogs distributed in Latin-America Grand Rapids will be one of the best advertised American cities among the importers of the southern republics.

Sessions New Standard Superintendent.

Frank S. Sessions has been appointed to the office of superintendent of the Standard-Welding Co., Cleveland, O. He is a graduate of the Worcester Polytechnic Institute, '89; member of the American Society of Mechanical Engineers and the American Institute of Electric Engineers. Mr. Sessions's experience with complicated manufacturing problems has been extensive and successful, and it has been stated that he is thoroughly equipped to handle his present business. F. H. Meyers, employed by the Standard-Welding Co. for a number of years, has been appointed assistant superintendent.

Opportunity for American Bicycles.

A dealer in bicycles in a populous mining suburb of a large European city has informed an American consular officer that he desires to correspond with American exporters of bicycles and parts with a view to making direct importation. There are no American bicycles sold in this district at present, but the consul is of the opinion that there should be a good opening for American products. It is reported that there would be some competition from local manufacturers, as well as from French and English manufacturers. The name and address of the inquirer can be secured by addressing the Bureau of Manufactures, Washington, D. C., referring to File No. 7226.

Strenuous? Yes!—But Not Always.

M. G. Littlefield, salesman for the Pope Manufacturing Co. for the territory em-



M. G. LITTLEFIELD—CAUGHT AT EASE

braced in the states of Indiana, Illinois, Iowa, Wisconsin, Minnesota, North and South Dakota and Kentucky, is considered such a strenuous worker by his friends that one of them, catching him at ease, as shown in the accompanying photograph, considered it so remarkable that he sent the photograph in for publication and with it says: "To prove that he takes his leisure moments and is a 'hard player' when circumstances permit, as well as an industrious, hard worker."

Troxel Re-elected Mayor of Elyria.

D. S. Troxel, of the Troxel Mfg. Co., was re-elected Mayor of Elyria on Tuesday last, carrying the town by a vote double the size of his nearest opponent.

F. C. Campbell, 485 Chenango street, Binghamton, N. Y., has secured the Flanders motorcycle agency for that city.

SERVICE BUILDING FOR PROVIDENCE

B. A. Swenson to Erect First Exclusive Structure of This Kind for Motorcycles in the East.

Consummating a deal which he has been endeavoring to put through for a long time, B. A. Swenson, of Providence, R. I., the leading motorcycle dealer of that city, has purchased a plot of land at the junction of Broad, Friendship and Blackstone streets, on which he will erect a large building to be devoted exclusively to the sale, storage and repair of motorcycles. Swenson at present is located on Blackstone street near Prairie avenue, where he occupies the first floor and basement of a three-story building, but he has outgrown these quarters some time since and has been looking around for a new location. The new establishment will be situated about a quarter of a mile from the present store, but will be in a much more central location and directly adjacent to two of the trunk line touring routes out of the city, so that it will be very convenient for tourists. The building to be erected will be of brick construction and will have handsomely appointed salesrooms, as well as a complete repair department and ample storage facilities for a large number of machines. Plans now are being made, and work will begin in a few weeks. It is expected to take possession of the new building April 1, 1912.

Waters Leaves Marvel Company.

C. L. Waters has resigned from the Marvel Motorcycle Co. to accept a position as general manager of the Motorcycle Equipment Co., Hammondsport, N. Y. H. E. Longwell, formerly with the Curtiss Motorcycle Co., will become manager of the Marvel. Mr. Waters states that the change was necessitated by the rapid growth of the Motorcycle Equipment Co., which gained 42 per cent. in sales during the year 1911 over 1910, and now requires all of his attention. The offices and warehouse of the company are being doubled in size, and the value of stock carried by the company will be increased from $15,000 to $25,000. Shipments are being made all over the world, two recently having been made to China. The company will pay special attention to the wholesale business for next season.

Motorcycle Company Incorporated in Ohio.

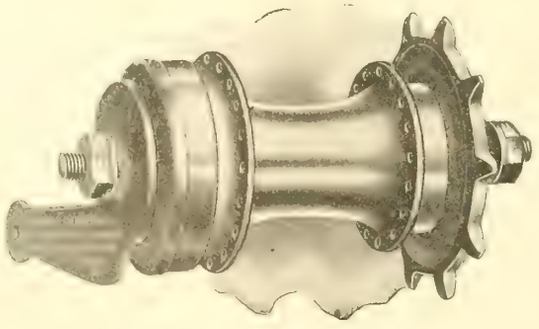
The Cuyahoga Motorcycle Co., Cleveland, Ohio, has been incorporated with a capital stock of $10,000. The following are the directors named: George E. Hagenbach, H. A. Bluth, William S. Stuber, W. J. O'Neil and M. M. Sneyd.

. . . "Don't stop my paper—could not do without it."—Frank S. Kulp, Goshen, Ind.

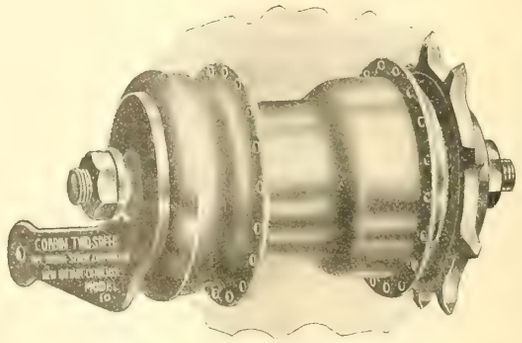
THE CORBIN SCREW CORP
CORBIN
NEW BRITAIN, CONN. U.S.A.

¶ Chief of the reasons why there will be no change in Corbin duplex coaster brakes and Corbin two-speed coaster brakes for bicycles for 1912 is that all the "1912 improvements" were put in a long time ago and have been in ever since. No one that we have found has been able even to suggest further improvements.

¶ Therefore, for bicycles the 1912 Corbin offerings are:



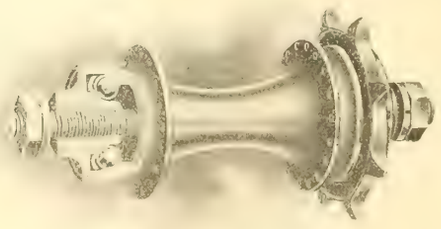
Corbin Duplex Coaster Brake



Corbin Two-Speed Coaster Brake



Corbin Front Hub



Corbin Rear Hub

THE CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers

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NEW YORK, NOVEMBER 11, 1911.

The Value of Easy Starting.

Quite the most radical as well as the most advanced feature thus far disclosed in the offerings of the 1912 models of motorcycles is the foot starter. At first glance it may appear to the average rider as simply a "new-fangled thing" to help sell machines, but on further and deeper consideration its real utility cannot but be plainly apparent. To emphasize the real worth of the foot starter, it is necessary to trace the evolution in the methods employed in starting a motorcycle.

Not so very many years ago the two only ways in which it was possible to start a motorcycle, were either to mount the machine at the curb and pedal the cumbersome and heavy vehicle until sufficient momentum was obtained to bring the motor up to working speed, or else drag the machine along at a dog trot and make a flying leap into the saddle when the engine "took hold." The first operation often was a heart-breaking one, and the latter was dangerous as well as undignified. The difficulty of starting under such conditions was what kept and still keeps many people from taking up motorcycling.

Then came the addition of the rear stand, which made it possible to "jack up" the rear wheel and "warm up" the motor, which greatly facilitated starting. The direct coupling of the engine and transmission, making it necessary to propel the abnormal weight of the whole machine, in order to start the motor, still remained a great drawback to the pleasurable enjoyment of the sport by persons not endowed with Sandow strength. As an emancipation from this slavery the free engine clutch was offered, and for the first time in the history of motorcycling the starting of a machine became other than a heart-breaking ordeal for many.

There still was left something to be desired, and the foot starter supplies it. With the clutch alone it still was necessary either to start by running with the machine and making an acrobatic leap into the saddle, or else "jacking up" the machine and "turning over" the motor with the pedals, afterward throwing out the clutch and "unjacking" the machine.

Now 99 out of every 100 people who have seen a motorcyclist put his machine on the stand and prepare to start it have labored under the erroneous, but quite justifiable, impression that there was something wrong with the machine. The great green public does not know anything about the modus operandi involved in the starting of a motorcycle, and every time it sees a rider taking exercise with his rear wheel off the ground it quite naturally concludes that there is something wrong. When a person living in a city where a great many machines are used sees a large number of riders "pedaling the air," so to speak, every day, it is no wonder that he is convinced that motorcycles are unreliable. And most everyone who sees such gymnastics gains the same impression.

The foot starter offers relief from all acrobatic or other spectacular effort required to start a motorcycle, and therein lies its greatest value. All that is required is a push of the foot, while sitting in the saddle with all wheels on the ground, and if the motor does not start on the first push it is just as easy to give another, and another, if necessary. With the foot starter a motor can be "turned over" without attracting attention, without sacrifice of dignity and without abnormal physical effort, all highly desirable attributes from the viewpoint of the average rider, who wants to take his motorcycling medicine in the pleasantest and least strenuous form.

In spite of the great advance toward motorcycle perfection, which the foot starter represents, it is not to be inferred that perfection has been attained at a single bound. Simple, efficient and foolproof as it looks in its present form, it is quite certain that the foot starter is but in the first stages of development, and will undergo great changes as experience brings out any limitations and shortcomings contained in its present construction. But that it will survive in some form, and that it is very much needed on all motorcycles not in the featherweight class, are cold facts which admit of no well-founded contradiction.

Real "Reciprocity" With Canada.

That the motorcycle riders of Canada and the Toronto Motorcycle Club in particular are beginning to realize what is really back of the action taken by the F. A. M. meet at Buffalo establishing a Canadian F. A. M. district is plainly apparent by the fact that that club has recently affiliated. Unfortunately the action taken at Buffalo was misunderstood for a time by the Canadians, as it was thought that the F. A. M. desired to dictate in Canadian motorcycle affairs. Anyone who attended the convention at Buffalo, however, knew that this was not true. The whole thought of the action was a result of the desire of F. A. M. members to do what they could to aid motorcycling in Canada in the promotion of motorcycle clubs and races, and simply extended an invitation to Canadian clubs to affiliate, thus giving them the benefit and the experience so far obtained in the United States by the F. A. M. officials. Now that the Toronto club has started the ball a-rolling by affiliating, it is stated that the Winnipeg club will soon follow suit and this will be followed by several others. It has been suggested that after several of the clubs have been attached to the F. A. M., then a Canadian controlling body be formed with their own officers, who will know the Canadian situation and be in a position to handle it to the satisfaction of all concerned.

Realizing that the adverse sentiment against the F. A. M. since the action taken by it at Buffalo was wholly the result of a misunderstanding, after consideration by the Board of Directors President G. H.

Hamilton has designated J. Leo Sauer, chairman of the Legal Action Committee, as representative of the F. A. M. to attend a proposed joint meeting of the Canadian clubs for the purpose of explaining to them what was exactly meant by the inauguration of a Canadian district and how the F. A. M. feels toward Canadian clubs. Without a doubt this will prove most effective and beneficial, as the matter can be considered at such a meeting to the fullest extent, questions can be asked the F. A. M. representative by the Canadians and the matter can be threshed out to the finest point.

The fear of the Canadians has naturally been that the F. A. M. desired to control their racing and motorcycle affairs and feared a sort of an annexation. This fear, however, is quickly being explained away and with the general opinion now prevailing in Canada it will be absolutely inadvisable for them to undertake the formation of a national organization at this time. It is assured that a satisfactory adjustment of affairs can be made, and that at any time in the future that Canadian motorcyclists feel that they should have their own association the benefits obtained by them by present affiliation with the F. A. M., learning from the experience of the latter organization's officials will be the best kind of preparation to such a step. As stated by a contemporary, "There is nothing to be lost and much that may be gained through an acceptance by the Canadians of the American Federation's invitation to enter the fold. This is a view of the situation which appears to be meeting with approval over the border, and one which the F. A. M. officials feel certain will pave the way for an arrangement calculated to work for the mutual advantage of Canadian and American riders."

We quote from a recent issue of our English contemporary, "Bicycling News and Motor Review," an extract taken from the columns of a late number of this publication and their remarks thereon:

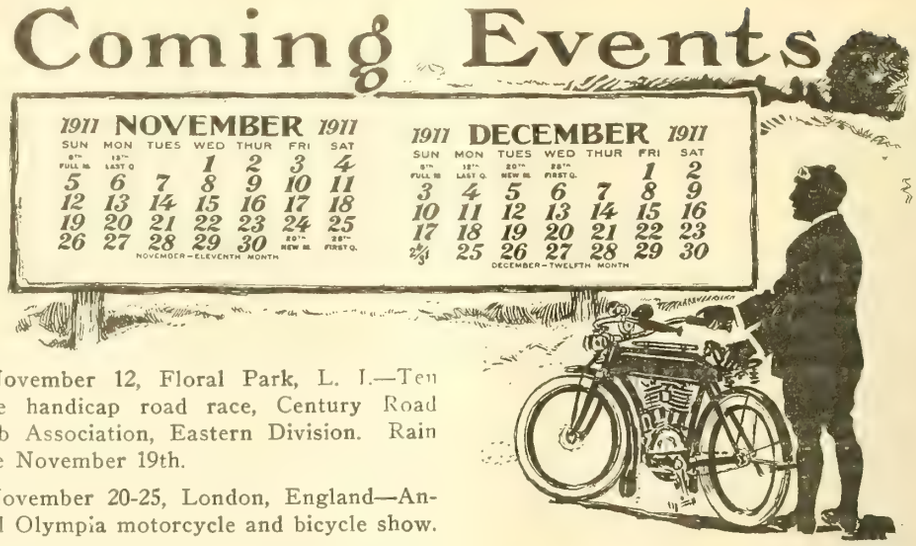
"The following brief extract will give readers some idea of how they 'do' things in America in the cycle-racing line: 'Seven tandem teams whirling around a six-lap saucer to the tune of two miles in 3 min. 40[illegible] sec.; a four-corner match race between the four acknowledged top-notch sprinters of the United States; a novice race of 28 starters, in which were three spectacular tumbles; the ascent of a new amateur star; a referee very much on the job, and sizzling hot finishes in every event except one heat of the match race were just a few items served to over 8,000 bicycle fans at the Velodrome Bowl, Newark, on Sunday.' For a 'day of rest' program this would take some beating, especially the 'spectacular tumbles.' Do they pay extra for these? But what are 'bicycle fans'? Assuredly they move fast in America."

Yea, verily, "they do move fast in America." No, no extra charge for the tumbles; the novices charge them up to experience. "Bicycle fans" (plural), fan (singular); gender, feminine or masculine; bright-eyed, keen-witted, lusty-lunged; the ardent critic and loyal supporter of the game; the inspiration of his kind, the rider, the management and ye scribe. A prime necessity—he pays the freight.

In a road race recently held, the club promoting the same withdrew its time prize, a bicycle, at the last minute, just before the start of the race, because they stated there was only one man to ride from scratch, and hence they had the idea that there was only one probable winner for the prize. The prize was listed on the entry blank and advertised as in the hands of the committee. Naturally a man signing an entry blank had that prize before him. An entry blank is a contract entered into by the rider and the promoters of the race. The rider agrees to ride in consideration of the fact that he has a possibility of winning the prizes offered on that occasion. When a prize is withdrawn once at the last minute, a precedent is established, and it may be done again. If this is done, the rider is induced to sign an entry blank under false pretenses, for when he signs he hopes, naturally, to win a prize, and that is what induces him to go in the race. When a prize is withdrawn after he has signed it is plainly a case of geting him to ride under false pretenses. A prize offered on an entry blank should be given at all times to the winner of the event in which it is offered, and a club or promoter should not be allowed to withdraw that prize after entries have been received.

The organization that promoted the particular race in question is one that should do, and claims to want to do, everything possible to boost the sport, and fulfills this desire to a great extent, but withdrawing a prize when the contestants are on the tape ready to start, it is asserted, because a member did not have a chance of winning it, does more harm to the sport than a great amount of boosting could offset in other ways. The prize offered should be delivered to the winner at once, and by so doing the club will correct a mistake.

Coming Events



November 12, Floral Park, L. I.—Ten mile handicap road race, Century Road Club Association, Eastern Division. Rain date November 19th.

November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

December 11-16, New York City, N. Y.—Madison Square Garden—Nineteenth annual international six days' professional bicycle race.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

March 4th-11th, Denver, Colo.—Motorcycle and automobile show in Auditorium.

CONSTANT MAKES WONDERFUL SPEED

On Guttenberg Dirt Track Covers Mile in 55⅗ Seconds—Mercier Wins Match With Cox.

Emblazoned with new mile record figures for the track, the curtain fell on motorcycle racing in the New York district for the 1911 season, at Guttenberg, N. J., on Tuesday, 7th inst. J. U. Constant, of Brooklyn, the star of the meet, wound up the speed session by shaving two-fifths of a second off the old mile record of 56 seconds hung up by Walter Goerke two years ago. The new figures are 55⅗ seconds. Constant long has coveted this record, and on Tuesday when he found that his machine had worlds of speed for the track he asked and was given permission to attack Goerke's figures. His successful effort was greeted with cheers and he was much lionized when he pulled up after finishing.



ON THE TURN IN THE PRIVATE OWNERS' RACE



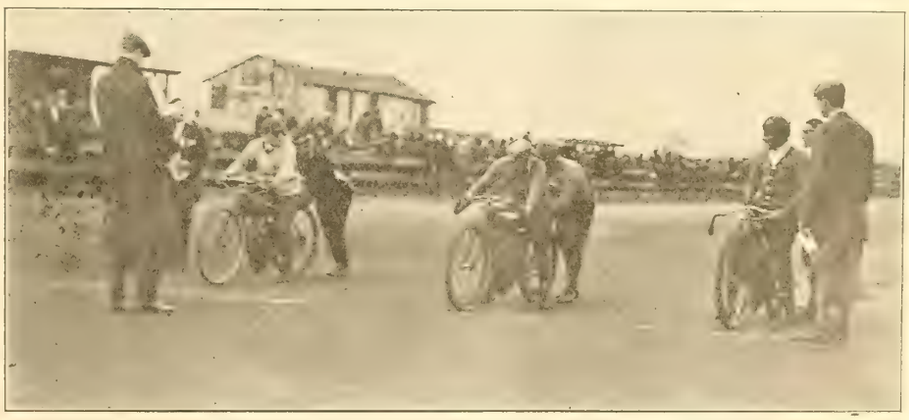
JOHN U. CONSTANT, THE POPULAR TRADE RIDER

Constant annexed both of the trade events, the five-mile miss-and-out and the 10-mile handicap. His most dangerous rival was Costello, on a Merkel, this pair ripping off some close and exciting brushes. Costello, who is developing fast into a mighty good rider, gained on the turns, but did not have the speed to hold his gains in the stretches. In the handicap he got a poor start, but had almost closed the one-eighth mile gap lost to Constant by the seventh mile. This was the best he could do, and then he gradually fell back, but easily took second in both events. "Smiling Bill" Teubner made his first appearance on an Indian, and took third in the miss-and-out.

There was the usual accident, and it occurred in the 10-mile professional handicap. Mercier, Graves and Cox were the starters. The fight all was between Mercier and Cox, with Graves trailing. Going into "Death Turn," the lower one, in the sixth mile, Graves skidded up the bank, a front tire let go, and he went down in a spectacular fall. He sustained face and body contusions and a shaking up, and was hurried to a hospital, but left the next day. That he was not injured more severely was due to good luck. His machine was foldled up in front. When the accident occurred, irresponsible spectators made their usual mad dash across the track to the scene, and to save them from the danger incurred by their own folly the race was stopped. After Graves was removed and the track cleared, as a substitute for the race Mercier and Cox rode a five-mile match, the latter winning. Mercier took the five-mile open, with Cox second.

W. M. Annis outran the field in the private owner event, and won as he pleased. Ralph DePalma again lent his presence as a star attraction, to help the promoters out, and drove a three-mile exhibition in a 90-horsepower Mercedes racing car, which was too powerful for the track, so DePalma took no risks. His time was 3:03⅗.

After heavy rain the previous night Tuesday broke clear and crisp, and fine weather seemed assured, but about two o'clock clouds came out of the West and vigorous showers broke, lasting for half an hour in the aggregate. For a time it seemed as if the meet would have to be postponed,



THE LINE-UP IN THE TEN MILE PROFESSIONAL

but by three o'clock the sun came out again, and the sky was clear for the balance of the day. The police who had been engaged failed to show up, and the promoters themselves "subbed" as track patrols. While about 1,200 people were present, the ticket returns showed only 450 paid admissions, and the promoters lost money. The "deadheads" came through and over the fences without any difficulty, as there was no one to prevent. Summary:

Five mile, miss-and-out, trade riders, 61-inch motors—Won by J. U. Constant (Indian); second, M. Costello (Merkel); third, W. J. Teubner (Indian). Time, 4:47⅗.

Five mile, professional, 61-inch motors, flying start—Won by Ferd Mercier (Indian); second, J. J. Cox (Indian); third, Albert Graves (R-S). Time, 4:51⅗.

Three mile exhibition—Ralph DePalma (90-horsepower Mercedes). Time, 3:03⅖.

Five mile, private owners, stock 61-inch motors—Won by W. M. Annis (Indian); second, J. B. French (Indian); third, G. C. Haas (Indian). Time, 5:47⅕.

Five mile match, professional, Ferd Mercier (Indian) vs. J. J. Cox (Indian)—Won by Cox. Time, 4:54⅖.

Ten mile, handicap, trade riders, 61-inch motors—Won by J. U. Constant (Indian), scratch; second, M. Costello (Merkel), scratch; third, W. J. Walker (Indian), 1:10. Time, 10:55⅖.

Mile time trial against track record of 56 seconds—J. U. Constant (Indian). Time, 0:55⅗. (New track record.)

Lancaster Sees Some Good Sport.

The motorcycle races held at the Lancaster (Pa.) fair grounds on Saturday afternoon, the 4th inst., furnished some good sport for the large crowd that attended. Unfortunately, in the first event, a five-mile novice, Charles Kautz ran into the fence. He was rushed to the Lancaster Hospital, where it was found that he was not very badly injured, and was out again on Monday. All of the events were hotly contested. John U. Constant, of Brooklyn, N. Y., riding an Indian, took three firsts, winning the five-mile open, the 20-minute race and the one-mile time trial. W. R. (Happy Days) Pitman was the referee. The summary:

Five mile novice—Won by Ira Herr; second, Elmer J. Eshleman; third, Ardis Hettinger. Time, 7:12.

Ten mile, private owners—Won by Henry C. Vollmer; second, C. L. Rinehart; third, G. G. Weidner. Time, 13:47⅖.

Ten mile open—Won by H. R. Williams; second, Ira Herr; third, H. C. Vollmer. Time, 13:39⅖.

Five mile open—Won by J. U. Constant; second, H. R. Williams; third, H. C. Vollmer. Time, 6:20⅘.

One mile time trial—J. U. Constant. Time, 1:20⅕.

Twenty minute race—Won by J. U. Constant; second, H. R. Williams; third, Ira Herr. Distance, 15⅝ miles.

BAKER AGAIN TRIES FOR RECORD

But Mishaps Cut Short His Attempt—Makes Single Mile in 48⅖ Seconds—200 Mile Race Planned.

Erwin G. Baker, one of the most consistent workers in the State in his endeavors to bring Indianapolis before the motorcycle race enthusiasts, added another leaf to his laurel wreath by smashing all "State records" from one to 55 miles on the Indianapolis Motor Speedway. With this speed trial on the famous Hoosier course Baker closes his racing dates for the season with a well-earned string of victories to his credit. Baker had obtained a sanction for a 200-mile trial, and was going to make an attempt to lower the amateur record for one to 200 miles. He was forced to make two stops on his Speedway trial, and had to content himself with the honor of breaking the so-called "State records" from one to 55 miles.

His time for the distance was 48:20, an average of 52⅘ seconds to the mile. The first two and one-half miles, or one lap, was made in 2.07, an average of 50⅖ seconds to the mile. Before starting on the trial the timers caught him in a mile time trial in 48⅖ seconds, which will undoubtedly stand as the motorcycle record for a mile on the Speedway for some time to come. When the present surface of brick had been put on the Speedway, Freddie Huyck came down from Chicago to ascertain if the surface was suitable for motorcycling racing. He rode the mile in 52⅘ seconds, the same time that Baker maintained as an average throughout the 55 miles. The cool weather and high wind resistance prevented better time, and the two mishaps spoiled an excellent chance to bring the amateur record to Indianapolis. The 50 miles were made in a little less than two minutes less than the record established by Huyck on a board track.

Harry Graff, president of the Indiana Motorcycling Club, refereed the event and was well satisfied with Baker's showing, as he says the trial proved that the surface is more than smooth enough for racing machines. While no definite action has been taken, it is the understanding that the Hoosier Club will make a bid for the 1912 F. A. M. meet, as they have Baker's trials to back them up and convince the public that Indianapolis contains "the best race course in the world." Local promoters are contemplating staging a 200-mile race on the 2½-mile circuit early in the spring.

L. L. G.

Wolters Fast on Dirt Tracks, Too.

"Farmer Joe" Wolters showed that he could ride fast on dirt as well as on boards at Sacramento, Cal., on the 29th ult., when he took both the five- and 10-mile money races and set a new local mile record of 49⅕ seconds in one lap of the five-mile race. Wolters was in fine form and rode in slashing style, while Balke was a close second. W. G. Collins, of San Francisco, skidded and turned a somersault in the 10-mile race, breaking a bone in a foot. Although the meet was sanctioned by the F. A. M., a race for ladies was run, Evelyn Morris beating Hannah McCarthy at the three-mile distance. Summary:

Five mile professional, best two in three heats—Won by Wolters (Excelsior); second, Balke (Excelsior); third, Collins (Indian). Time, 4:22. First heat fastest; time, 4:19⅕.

Ten mile Australian pursuit—Won by Shoemaker (Excelsior); second, R. Emery (Indian). Time, 12:34.

Mile time trials, professional, for track record—Wolters (Execlsior), time 0:50⅘; Balke (Excelsior), $:51⅕; Seymour (Indian), 0:51⅘; Collins (Indian), 0:53⅘.

Five mile novelty, amateur—Won by Andrew (Indian); second, Scott (Indian); third, Galloway (Excelsior). Time, 7:47.

Five mile, twin cylinders, amateur—Won by Scott (Indian); second, Andrew (Indian); third, Shoemaker (Excelsior). Time, 5:22⅗.

Ten mile, professional—Won by Wolters (Excelsior); second, Seymour (Indian); third, Balke (Excelsior). Time, 8:45.

Three mile, girls' race—Won by Evelyn Morris; second, Hannah McCarthy.

Haskins Best at Danville Meet.

Batting out four victories in as many starts, Fay Haskins, on an Excelsior, was the stellar performer at the closed club motorcycle race meet conducted by the Danville (Ill.) Motorcycle Club at Ellsworth Park on Sunday, 30th ult. Haskins made the fastest time of the day in the time trials, being clocked in 1:17⅖. T. C. Alexander bagged the remaining event, a five-mile open. All of the races were bubbling over with action and the good-sized crowd got its money's worth of excitement. Summary:

Two mile, private owners, 30½-inch class—Won by Fay Haskins (Excelsior); second, Peter Britz (Indian); third, Roy Branson (Indian). Time, 3:11.

Five mile open, 30½-inch class—Won by T. C. Alexander (Excelsior); second, Everett Chandler (Harley-Davidson); third, I. Haskins (Indian). Time, 6:51.

Two mile, private owners, 50-inch class—Won by Fay Haskins (Excelsior); second, Albert Dill (Excelsior); third, Everett Chandler (Harley-Davidson). Time, 2:44.

Ten mile, free-for-all—Won by Fay Haskins (Excelsior); second, Everett Chandler (Harley-Davidson); third, Albert Dill (Excelsior). Time, 13:27.

Mile time trials—Fay Haskins (Excelsior), time 1:17⅖; Everett Chandler (Harley-Davidson), 1:21½; T. C. Alexander (Excelsior), 1:21⅗; Albert Dill (Excelsior), 1:25⅘; Ivanhoe Haskins (Indian), 1:26.

TOO MUCH CONSTANT AT POTTSTOWN

Brooklynite Grabs Everything in Sight and Breaks "Track Record"—Bond Wins Novice and Private Owners.

Pottstown, Pa., had its first motorcycle meet on the 28th ult., and it was so successful in many ways that it is very unlikely that it will be the last. There were quite a few outsiders "among those present," the most prominent being J. U. Constant, of Brooklyn, and Harry Klebes and Charles Thompson, of "Philly." In spite of some rather formidable opposition the Brooklynite carried off "Boss" Murphy's share of the spoils, which, in the language of New York, means the big end. Constant hung up a new local track record of a mile in 56⅕ seconds, and won the half-hour grind and the pair of 10-mile trade events. There was nothing else for him to take.

In the 30-minute merry-go-round Constant spun off 28¾ miles, lapping the field and making the last two rounds on one cylinder. Thompson checked next with 27½ circuits, and E. Conroy "beat it" into third place with 23 laps credited to his account. In the 10-mile bout for 30½-inch motors Thompson had the race pocketed and nearly lapped Constant when a valve rocker arm broke, and Thompson saw his victory take wings to other shoulders. Mounted on a little "four," Thompson went up against the "big 'uns" in the 10-mile, 61-inch class and finished third, a very good showing. Constant and Klebes ran one, two, in this race.

Harry Bond, of Philadelphia, completed the clean sweep for the visitors by romping home first in the novice and private owner races. The only accident occurred in the half-hour grind when E. S. Hallenback skidded and fell and temporarily was "knocked out." He "came to" in a short time and stayed to see the finish, a scalp wound being the most serious of his injuries.

From a managerial standpoint the meet was a real crackerjack. George Freshley, a local dealer, promoted it, and he "did things up brown." Flagmen were stationed on the turns, the officials were provided with all necessary paraphernalia, ample police were engaged to keep the track clear and advertisements were inserted in local and out-of-town papers. Freshley overlooked nothing that contributed to the safety of the riders or the comfort of the officials, and all had good words of appreciation of his efforts. Summary:

Five mile novice—Won by Harry Bond (Marvel); second, John Savage (Indian); third, G. Weidner (Indian). Time, 6:14¾.

Five mile, private owners—Won by Harry Bond (Marcel); second, H. Griffin (Merkel); third, M. Reese (R. S.). Time, 6:17¼.

Ten mile, trade riders, 30½-inch motors—Won by J. U. Constant (Indian); second, H. C. Becker (R. S.); third, John Shilling (R. S.). Time, 12:22.

Ten mile, trade riders, 61-inch motors—Won by J. U. Constant (Indian); second, H. Klebes (R. S.); third, C. Thompson (Indian). Time, 10:05½.

Mile time trial for track record—J. U. Constant (Indian), time 0:56⅕ (track record); C. Thompson (Indian), 1:01½; John Shilling (R. S.), 1:04.

Half-hour open, trade riders, 61-inch motors—Won by J. U. Constant (Indian), 28¾ miles; second, C. Thompson (Indian), 27½ miles; third, E. Conroy (Excelsior), 23 miles.

Fatal Accident Mars Troy (O.) Races.

With Erwin Baker, of Indianapolis, Ind., his warmest rival, "not among those present," owing to injuries sustained at another race meet, D. L. Tullis, of Kenton, Ohio, made a "clean-up" of the open events at the joint motorcycle speed carnival of the Piqua and Troy Motorcycle Clubs at the fair grounds, Troy, Ohio, on the 1st inst. Tullis shook down first place plums four times in four starts, while Lloyd Reichard earned his novice diploma. In the mile time trials Tullis made the best time of the day, 1:12. The meet was marred by a fatal accident resulting in the death of George H. Forrer, a well known rider, of Springfield. Forrer went into a turn with his head down, and instead of following the curve went straight across the track into a fence. His skull was crushed and he died a few hours later. When the accident occurred the officials rushed to the scene, promptly forgetting about the race, and no time was taken. Summary:

Five miles, trade riders—Won by D. L. Tullis (Thor); second, H. Torias (Thor).

Four mile novice—Won by Lloyd Reichard (Indian); second, C. Fogle (Indian); third, A Spencer (Thor). Time, 6:10.

Five mile open, trade riders—Won by D. L. Tullis (Thor); second, W. McClain (Indian). Time, 7:59½.

Five mile handicap—Won by D. L. Tullis (Thor); second, H. Tobias (Thor); third, W. McClain (Indian).

Mile time trials—D. L. Tullis (Thor), time, 1:12; Harry Gross (Thor), 1:17½.

Elmira Club Has Membership Contest.

The Elmira (N. Y.) Motorcycle Club is one of the most progressive clubs of the section and is gaining ground daily. A membership contest has recently been started and the club member who secures the largest number of applications, over ten, by the first of the year will receive as a prize for his efforts a Fisk gripfast tire. This is proving successful, as a large number of new members have already been received. On Thursday, 2d inst., after the regular meeting, P. B. Rutan, of the firm of P. B. Rutan & Son, gave a dinner to the club which was greatly enjoyed.

MANCHESTER HAS PERFECT SCORE

Completes Full Series of Rhode Island Reliability Runs Without a Penalty—Three Tied for Second Place.

Successfully surviving 507 miles of hard road riding, A. E. Manchester, riding a Merkel, achieved the honor of making the only perfect score in the season's series of reliability runs conducted by the Rhode Island Motorcycle Club, of Providence, for which the final scores just have been announced. Three men—J. C. Loftes (Harley-Davidson), A. Fazzi (Harley-Davidson) and W. E. Johnston (Excelsior)—are tied for second place, each losing 25 points; 23 men participated in the prize award.

Only two of the 23 starters in the first contest came through without spotted scores. They were Manchester (Merkel) and Winslow (Indian). Six men were tied for second place. The course was 147 miles, over fine roads, but a run of tire trouble wiped out many otherwise perfect scores.

Accidents and penalties were numerous in the second contest, which went 157 miles. W. L. Hillman skidded into a telegraph pole and sustained a broken neck, but still lives. Winslow lost his perfect score by showing good sportsmanship and quitting the contest to help carry Hillman to a hospital. That left Manchester still unpenalized and alone in his glory.

For the final run of the series the mileage was set at 200, and a very hard course selected. The previous runs had taken the riders pretty much around the State, and out of it as well, and the last one was no exception, but much formidable sand was encountered. Manchester for the third time escaped the penalty axe.

In a pouring rain a hill climb was held on October 15, the event taking place on Dolly Cole hill. Only eight riders took part, the fastest time being made by Fazzi on a Harley-Davidson, who negotiated the half-mile up grade in 42 seconds. Following the climb the club held its annual chicken dinner at Harmon, and many of the riders forsook the climb in order to be certain of not missing the dinner. Although soaked to the skin, the riders did full justice to the tempting things set before them and returned to the club rooms in high fettle.

For an undiluted display of grit the honors go to Clarence Loftes, who rode through all but the first run with his left arm in a sling, due to an accident, and had the use of only one hand to operate his machine. Despite this handicap Loftes finished second.

Perhaps no motorcycle event of the year received such strong support from the trade in the matter of prizes, the following firms contributing: Goodyear Tire & Rubber Co.,



THE HEREAFTER OF THE CUT-OUT FIEND—A DOSE OF HIS OWN MEDICINE

United States Tire Co., Fisk Rubber Co., Empire Tire Co., Heitger Carbureter Co., Combination Ladder Co., Stewart & Clark Mfg. Co., Belcher & Loomis Hardware Co., Albert E. Goodby, H. G. Baxter, Hawthorne Mfg. Co., American F. N. Co., A. E. Manchester, H. & F. Mesinger Mfg. Co., Troxel Mfg. Co., J. M. Newton, A. W. Harris Oil Co., Corbin Screw Corporation, New Departure Mfg. Co., Persons Mfg. Co., Eclipse Machine Co., B. A. Swenson, Veeder Mfg. Co., Jeffrey-DeWitt Co., R. E. Hardy Co., The Standard Co., Nathan Novelty Mfg. Co., C. F. Splitdorf, Badger Brass Mfg. Co., and Post & Lester. The club extends thanks to the firms mentioned for their generosity in donating prizes. As a special award a spark plug was given to each rider who competed in all contests of the series. The final score:

A. E. Manchester, 7 Merkel	1,000
J. C. Loftes, 4 Harley-Davidson	975
A. Fazzi, 4 Harley-Davidson	975
W. E. Johnston, 4 Excelsior	975
W. H. Earnshaw, 7 Merkel	950
J. B. McLaughlin, 6 Merkel	895
M. E. Remington, 4 Merkel	883
J. T. McIntosh, Special	737
S. Koran, 4 Harley-Davidson	642
P. F. Remington, 4 Merkel	467
H. E. Winslow, 4 Indian	333⅓
L. J. Knight, 4 Harley-Davidson	333⅓
C. J. Walmsley, 3½ R-S	305
H. M. Jones, 7 Merkel	281⅓
H. G. Baxter, 4 Excelsior	279⅓
J. F. Cummings, 7 Harley-Davidson	249⅓
W. L. Hillman, 4 Harley-Davidson	221⅓
J. H. Shippee, 5 F. N.	221⅓
H. Weatherbee, 7 M. M.	138⅓
I. C. Hyllested, 3 Pope	125⅓
J. A. Akeroyd, 3 M. M.	116⅓
J. H. Thompson, 3½ R-S	111⅓
H. Potter, 4 Harley-Davidson	105

Rides 800 Miles to Take a New Job.

H. G. Bran, of Madison, Wis., passed through Indianapolis on his way to Memphis, where he will accept employment as an automobile and motorcycle repair man. Bran's mount is a four-horsepower Thor equipped with a free engine clutch, and he reports no engine or tire trouble. He has completed about 300 miles of his trip, and will pile an additional 500 miles before he reaches his destination. When he left Madison the snow was two inches deep and he found it rather heavy going until he reached Chicago. The Indiana roads, although rather soft from recent rains, afforded easy going for the 200 miles from Chicago. Undaunted by the winter weather experienced after he left Indianapolis, he continued his trip, which will take him through Kentucky and into Tennessee.

L. L. G.

Newcomer Challenges Louisville Racers.

H. H. Huntsbery recently toured from Cleveland, O., to Louisville, Ky., passing through Pittsburg, Allentown, Pa., Wheeling, W. Va., and Columbus, O., thence to the Merkel factory, on to Cincinnati and Louisville, and has located permanently in the latter place. Huntsbery has been doing some very successful racing on a special Merkel machine in various parts of the country, but has his personal stock machine in Louisville and has issued challenges to some of the local racing aspirants.

Terre Haute Club Elects Officers.

Terre Haute, Ind., Nov. 3.—At a special meeting of the Terre Haute, M. C. last Monday evening the officers for last year, with the exception of one, were re-elected for the ensuing year. They are: H. E. Baldwin, president;; C. O. Powell, vice-president; F. A. Houff, secretary, and E. Waggoner, treasurer. .

The Buying and Testing of Oils

After having the advice dinned into their ears for years by the manufacturers of motorcycles, a majority of riders now are pretty well convinced that "oil IS cheaper than parts." Those that were unwilling to take the manufacturer's word for it and thought they could beat him out of a little profit, by buying a cheaper lubricant than he recommended for use in his motors, invariably have found that it was pretty expensive "economy," when it came to replacing "seized" and scored parts. Nowadays comparatively few motorcyclists experiment with unknown oils and stick religiously to those brands recommended by the manufacturer.

Although many so-called "oil tests" appear remarkably simple to make, rarely does a motorcyclist bother to make such a "test." He prefers to leave that to the manufacturer of his machine and to accept the manufacturer's word for it. Even though a motorcyclist may be disinclined to delve into the technical side of the oil question it is desirable to know a little of the elementary principles of oils and their composition, as well as the meaning of such terms as viscosity, gravity, fire test, cold test and other familiar expressions used in connection with lubricants.

By viscosity is meant the cohesion of the oil globules, or in other words, the lubricating quality of an oil. To ascertain the viscosity of an oil there is used what is known as a Saybolt viscosimeter, which is the standard instrument used for the purpose in this country. This apparatus consists of a fine ground glass tube very accurately graduated, and tapered at one end to a fine point with a minute opening. A sample of the oil to be tested, 60 cubic centimeters, or approximately four and a half tablespoonsful, is placed in the tube and heated to a temperature of 100 degrees Fahrenheit. When the oil has reached this temperature is is allowed to flow from the small end of the tube, the time required for it to run out being noted in seconds, and the total time in seconds being equivalent to the degree of viscosity of the oil.

If it is desired to ascertain the viscosity of various or special grades of oil at different temperatures, of course the temperature of the oil in the test tube is brought to the desired degree before timing the flow. However, the viscosity of gasoline engine oils is taken at an arbitrary temperature of 100 degrees Fahrenheit. This figure is a standard adopted by oil manufacturers as a result of long and exhaustive experiments.

Ideal lubrication is that in which there always is a thin film of oil between the moving parts when the motor is at working temperature. This film of oil should only be of sufficient thickness to separate the working parts, under the maximum amount of pressure which they have to sustain. Experiments have shown that an oil with high viscosity should have a high gravity or thin body. It is the contention of some oil manufacturers that a low gravity oil of, for instance, 30, and a viscosity of 275, is a better lubricant than an oil of 20 gravity and 285 viscosity. In support of this contention it is argued that the loss of 10 points in gravity means a much heavier oil and that this increased density is not accompanied by an increase in lubricating quality through the increased viscosity.

By the gravity of an oil is meant the weight or density of the fluid, as compared with the gravity of distilled water. Gravity in oil is an important quality, and is an infallible guide as to the grade of the crude petroleum from which the lubricant is distilled. All lubricating oils with an asphaltum base, whether they be distilled or reduced, have a low gravity. Other oils free from asphaltum in their crude state, show a high gravity under distillation. The specific gravity of an oil may be greatly increased by filtration, and much stress is laid upon filtration by some manufacturers. Excessive filtration, however, is obtained at the expense of viscosity, and the reduction of viscosity in turn reduces the lubricating quality of the oil.

For obtaining the specific gravity of an oil, an instrument called a hydrometer is used. This is a thin glass tube, graduated, and having a small bulb at each end. The lower bulb is filled with mercury, which causes the tube to stand upright when placed in a fluid body. The oil to be tested for gravity is placed in a jar and heated to a temperature of 60 degrees Fahrenheit. A thermometer also is dipped in the oil, so that the proper temperature may be obtained. When the proper temperature has been reached the hydrometer is placed in the oil and allowed to float until it becomes stationary. The hydrometer is fitted with a Baume scale, which is the standard for taking the gravity test of oils. When the tube becomes stationary a reading is taken on the scale, at its position on the surface of the oil, and this gives the degree of gravity.

The flash test is the temperature at which the vapor of an oil will ignite in a flash and immediately dissipate in a puff of smoke. This test is not to be confused with the fire test, for the latter is the temperature at which the vapor will continue to burn, after being ignited. The fire test naturally must be higher than the flashing point. These two qualities deserve important consideration in the selection of an oil for a motor.

It is estimated that the gas in a motor burns at a temperature of about 1,500 degrees Fahrenheit. The interior of a motor cylinder of course remains hottest during its operation, for the wall temperature is reduced by cooling, either by air or water. Either of these cooling mediums is estimated to effect a temperature reduction of 350 degrees from that of the interior of the cylinder. As the friction occurs on the inner cylinder walls, it is therefore necessary to use an oil with a flashing point in excess of 350 degrees, in order that it may not be consumed by heat before its work of lubricating is completed.

To ascertain the flashing point of an oil a quantity of it is placed in a vessel in the open air, and a thermometer is suspended over the oil with the lower end of the instrument submerged in the fluid. The oil then is heated by introducing a gas flame or other form of heat under the vessel. While the oil is being heated a lighted match or taper is passed over the surface of the fluid frequently, until the oil reaches such a temperature that the vapor arising from it will flash when the lighted taper is passed over it. When a flash occurs the reading is taken from the thermometer, this being the flashing point. To find the fire test the heating of the oil is continued under the same conditions until the vapor burns steadily when ignited by a taper, and the reading of the thermometer will give the degree of fire test.

As oil thickens in cold weather, it is essential to know the temperature at which it will congeal. This is known as the cold test and is taken in two ways. The first is what is known as the "cloud test" and is made by placing a sample of oil to be tested in a glass tube in which is suspended a thermometer. The lower end of the tube has an outlet through a small faucet. After the oil is placed in the tube the latter is chilled with ice until a cloud appears in the oil, which indicates the approach of congelation. The temperature at which the oil clouds is the congealing point. Another cold test is made by chilling the oil in the same manner, and opening the faucet at the bottom of the tube, noting the temperature at which the oil stops flowing. The average cold test of gasoline motor oils is 20 degrees Fahrenheit. The congealing point of an oil can be reduced greatly by filtration, but only at the expense of viscosity, and is not to be desired.

Lubrication troubles may be defined as follows:—lack of oil, presence of sulphur in the oil, and carbonization. The first ailment may be due either to the use of an improper oil, the failure of the oiling device to work properly, or an empty oil tank. The remedy for either is obvious. Excessive sulphur in the oil may be avoided by the use of the proper oil, as advised by the manufacturer of the motor. Carbonization is caused by the use of a low grade of oil or over oiling. Perhaps the best and simplest remedy for carbonization is to put a teaspoonful of kerosene in each cylinder once a week and let it stand over night. The kerosene will cut the carbon and on starting the motor the residue will be blown out through the exhaust.

Crude petroleums, from which the higher grade lubricants are distilled, differ in elements and in quality acording to their territorial source. Oils from one particular district often are better adapted for certain uses than oils from any other field. However, the oil field boundaries are not as tightly drawn as is generally supposed, and the elements of oils from the same general field differ according to the section from which they are obtained. The Pennsylvania oil fields are not confined to that state, but also include West Virginia and Southern Ohio. The crude petroleum yields from these fields possess qualities not found in oils from other districts.

High grade gasoline engine oil should possess a high viscosity, gravity and fire test, respectively, with a low cold test, and be absolutely free from asphaltum. It also should contain only a very slight trace of sulphur and little of any carbon. There are two methods which are used to refine crude petroleum into lubricating oils: distillation and reduction. In the former process the distilled oil is removed from the still in the form of vapor through a series of pipes submerged in water and termed a condenser. The still is a large closed iron tank heated to a high temperature by a fire underneath. This vapor is condensed into a liquid and the different grades are separated. This method of refining leaves the oils as free from carbon as it is possible to bring them.

Oil known as reduced oil is that portion of the crude product which remains in the still after the distilled fluids have been taken off. The products which remain are the heavier oils, such as tar and coke, and contain much carbon. Reduced oils are not as good as distilled oils for gasoline engine lubrication. When the cylinder is properly lubricated the charred carbon is carried out with the exhaust to a large extest, but when the engine is overfed with oil the carbon not swept out with the exhaust forms a crust on the cylinder heads. Over oiling is indicated by blue smoke from the muffler.

It is a very good idea to strain oil before putting it into the tank of the machine. It either may have been exposed to dust and dirt through the cap of the can being left off, or at some previous time oil may have been poured into a dirty measure and the surplus poured back into the can. If an oil measure is exposed to dirt and dust it shrould be washed with gasoline before using. If there is an oil strainer in the tank it should be removed occasionally and washed out in gasoline. Unscrupulous dealers sometimes refill empty oil cans which contained a high grade oil with a lower quality lubricant and try to palm it off as the genuine. This practice has been circumvented to some extent by the use of non-refillable cans, and riders can be safe by refusing to purchase oil in cans other than those which bear the original seal.

On long runs oil tanks should be refilled frequently, especially with twin cylinder motors, for on cross country work oil is used with amazing rapidity. It is much more preferable to reload the oil tank two or three times a day, even though it may not require much to fill it, than to run on in the fond hope that there is plenty in the tank and suddenly find that it is dry and the motor is beginning to labor. Furthermore, desirable motorcycle oil is not to be had in every hamlet, and while automobile oil will do in a pinch, it is very unsuitable and burns up very rapidly, hence double quantity is required for the same distance.



Orioles Planning Lively Thanksgiving.

Baltimore is going to have some good motorcycle sport on Thanksgiving Day, November 30th. Howard A. French has arranged to run five races at Electric Park on that day, from one to five miles, with some bicycle events in between to enliven the occasion. A large entry list is expected and a number of crack riders from out of the city will be brought here to see what they can do in the way of breaking records on the half-mile track. The entry blanks will be sent out in about a week and a quick response is expected. The members of the Maryland M. C., of Baltimore, and the Crescent B. C. will be in the fore with their best riders. There will be plenty of of competition, and Mr. French is banking on pulling off one of the most successful meets ever held in Baltimore. C. F. Y.

INDIAN SEXTET ON SIDE CARS

Invades New York and Causes Mild Sensation—Party Has Exciting Trip from Springfield to Guttenberg.

Blase New Yorkers saw a sight this week that made them stop and stare, and when that strange thing happens in the "Big Village" it is an event worth chronicling. Three motorcycle side cars with passengers gliding down Broadway abreast were the cause of a mild sensation. It is rare that a single side car is seen on that famous motor way, so when three glide by in parade formation, with the passengers snugly ensconced under rubber lap robes and appearing perfectly content, the natives, quick to recognize something new, stop and speculate as to what it can be. In this case it happened to be five members of the sales staff of the Hendee Mfg. Co. and a Goodyear tire man out on a little "joy ride," as they were pleased to term it.



THE INDIAN SEXTET IN NEW YORK

It so happened that this party were at the Indian factory in Springfield attending a sales convention, and on Monday, 6th inst., finding some spare time on their hands, looked around to see how they best could spend it. Someone discovered that there was a race meet scheduled for Guttenberg, N. J., on Tuesday, 7th inst., so it was suggested that a side-car party be made up to "take in" the races. Once agreed on, no time was lost in getting under way, and the party of six pulled out of Springfield at 1.30 p. m., Monday. The party consisted of P. B. Whitney, Chicago branch manager; F. D. Shomo, F. L. Hunt and A. H. Crocker, travelers; Herbert Kipp, of the Toronto agency, and D. E. Dunn, a Goodyear tire man. All took turns at operating the machines.

Rain was encountered all the way to Meriden, 45 miles out, where a stop was made for lunch, and the roads, which ordinarily are good, were exactly the opposite. During the stay at Meriden the rain let up slightly, but when the party reached New Haven, at 5.30 p. m., Nature's water works still were functioning healthily. It was decided to stay over for the night in the college town, and after garaging the machines and making themselves presentable the sextet went around to call on Agent Cox. Cox recognized them—that is, some of them, for Whitney used to rove around Connecticut once—but Cox could not recall any names. After being bantered for quite a while, and failing to place them, Cox demanded to be introduced, or reintroduced, and then all hands "had something."

Tuesday morning at 9 o'clock the party left New Haven, with Guttenberg 85 miles away. The roads were heavy from the rains, but the machines ploughed through without faltering. At Norfolk there is a steep hill going out of the city, and as the machines approached this a race started with a motor car and a trolley. Both the four-wheelers were trimmed, but as Whitney and Kipp were passing the motor car it plunged into a big puddle of water and drenched them. At the top of the hill they stopped to remove some of the mud and dry out a bit.

Whitney put his gloves on the cylinders to dry and forgot them while doing something else, and when he picked them up holes were burned in them. He decided to discard them, but Kipp decided that he could put them to a new use. He had on low shoes and his feet were well splashed with mud, so he cut the fingers from the gloves and used the remainder for emergency leggings. Outside New Rochelle the party got off the road, but soon got back again and reached New York about 3 p. m.

Even yet their troubles were not over. When they crossed the ferry to Jersey they were held up by a motorcycle officer who wanted to know where their numbers were. Explanations were in vain, and he tritely put it that if they wanted to go to the track with numbers it would cost $2, while the fine for going without would be $27.50. So the machines were left in the ferry house temporarily and the party hired a motor car and went to the track in style. After the races they returned to New York, and that night went around town and saw how New Yorkers observe Election Night.

The machines were 1911 Indians, with seven-horsepower motors, two-speed boxes and 1912 improvements. The side-car attachments were Milfords, made in England, and had wicker seats. They were very comfortably sprung, and all of the party reported that they experienced no fatigue while traveling over rough roads in them. The visitors started back to the factory on Wednesday afternoon, well pleased with their little outing.

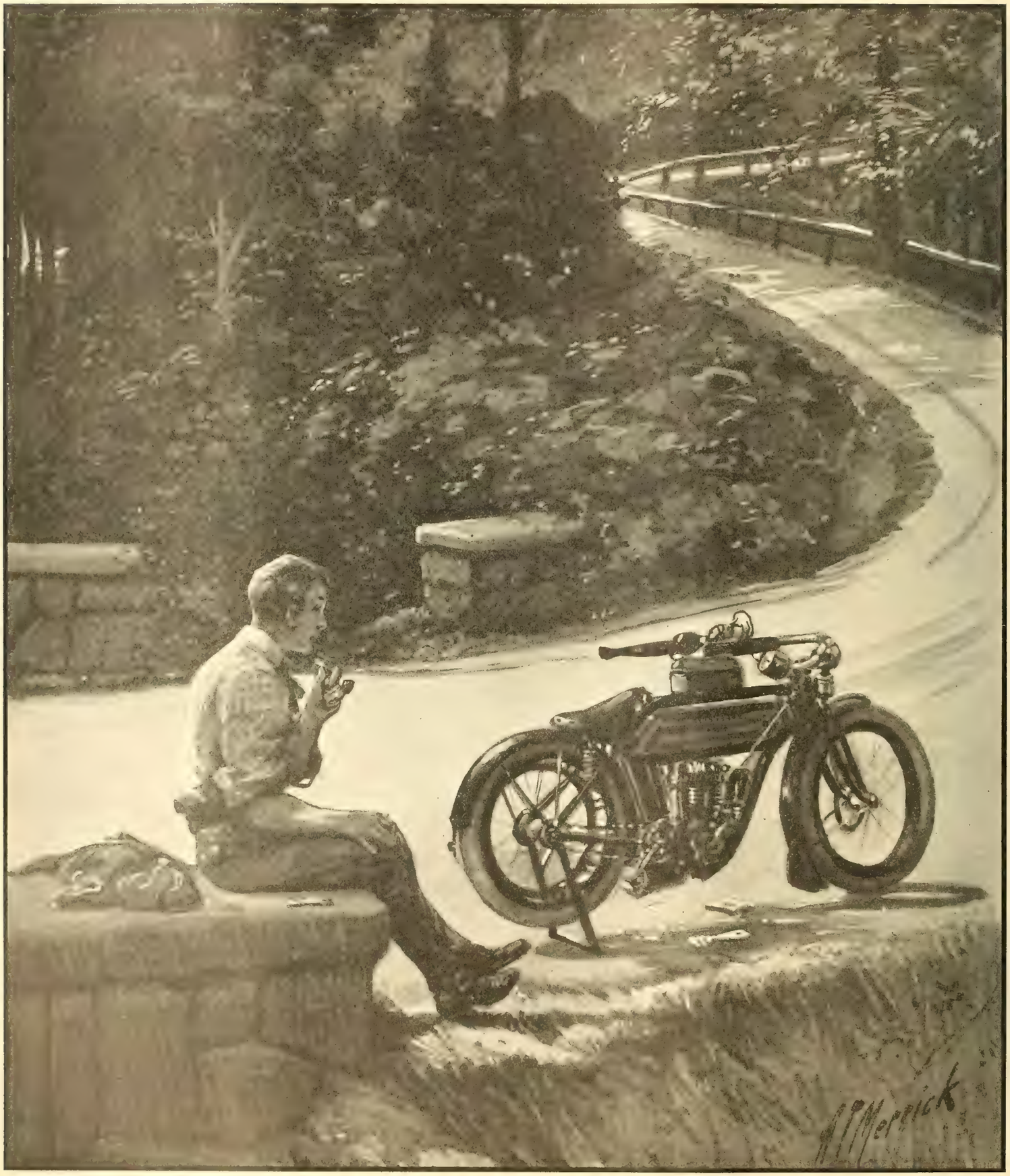
"Girlies" Race at Woodstock Meet.

Woodstock, Ont., Nov. 7.—Woodstock had its first motorcycle races on Canadian Thanksgiving Day, October 30, when two events were run in connection with automobile races, and were highly seasoned with excitement. One of the two-wheel speed parties was a ladies' event, three miles to go, and brought out two starters, Miss "Dolly" Golden, "of Syracuse," and Miss Mack, of Toronto, both mounted on Motosacoches. Riding like veterans, the girls exchanged the lead and fought in real earnest, "Dolly" winning by two lengths in 5:59. The five mile open "blew up" when Billings, a Detroit (Mich.) rider was crowded to the fence, breaking a leg. This happened at 3½ miles, and the two other contestants quit immediately, just as Kerr overhauled Forbes, who was leading. The track was rough and unsuitable for fast work.—W. M. G.

Toronto Club Suspends Its Founder.

Toronto, Ont., Nov. 7.—It doesn't pay to flaunt the rules laid down by the Toronto (Ont.) Motorcycle Club, even though the offender is a founder of the club, as Charles Orr has found out to his cost. At the last meeting, Orr was suspended for one year for racing his motorcycle against a motor car at an unsanctioned automobile meet held in that city on the 30th ult., after the club had forbidden any of its members to do so. Before the Toronto club affiliated with the F. A. M., the local automobile folks recognized it as the arbiter of motorcycling in that section and secured its sanction for motorcycle events, but in this instance the car promoters conveniently or otherwise "overlooked" the formality, while the club is quite determined to retain control over local motorcycle affairs.—W. M. G.

At a regular meeting of the Rochester Motorcycle Club, held on October 25th, the resolutions against the use of the cut-out were unanimously adopted, setting the fine for violation by club members of one dollar.



At the foot of a long hill—both ways;
Pipe gone out—no matches;
A shower on the way;
Half an hour before sundown;
Only carbide ashes in the lamp;
Ten cents in his pocket;
Twenty-five miles from home;
And an empty tank.

NINE TEAMS START IN BUFFALO SIX-DAY RACE

Before a Record Crowd America's Top Notch Professionals Meet in the Season's First Long Grind—Interesting Situation Develops When Scores for First Day Are Announced.

The "little" six-day race in progress since Monday, the 6th inst., at Buffalo, N. Y., gives promise of developing into one of the most interesting situations the game has ever seen. From reports received there appear to be two scores, one, the actual, and the other, that given out apparently for the benefit of the "dear" public. This latter may be called the "box office" score, as the only explanation given for its existence by its sponsors is that record distance, or close to the record, is necessary to draw the all important "gate."

The process of deriving this "record" score is as interesting as it is original. During the evening of the first day, Monday, all of the riders were called from the track for a fifteen minute intermission, to give Charley Turville and Jimmy Hunter an opportunity to ride a match race on motorcycles, and for the latter to give an exhibition.

When the total score for the day of eight hours was announced, 15 miles and 4 laps was added to the actual score, it being figured that the riders would have covered that distance in the 15 minutes intermission. "Some" bicycle riding on a nine lap track! Floyd A. Macfarland is the nominal manager of the race and Louis Debo the N. C. A. "commissioner," according to a local paper, "is in charge as referee with a big corps of able officials."

First Day—Monday.

At 3:04 P. M. today, Starter Fred Vokes fired the shot that sent nine riders, lined up for their respective teams, on their journey of eight hours per day, to finish next Saturday night. Just previous to the start all of the eighteen riders competing in the race were assembled at the trackside and given their final instructions by Louis Debo, representative of the National Cycling Association for District "B."

Those who faced the camera brigade and the flashlight artillery and immediately following those preliminaries took up the initial work for their respective teams of sprinting and grinding out the miles in return for the Buffalonian dollars, were: Fred Hill, Eddie Root, Pete Drobach, Menus Bedell, Martin Ryan, Walter De Mara, Pedlar Palmer, Elmer Collins and Ernest Jokus.

A rolling start with a preceding one lap for line-up was given and the festivities began at once. A continuous series of sprints and jams were indulged in by all the riders, evidently for the purpose of trying each other out. Ryan and Carslake were the first to get frisky and were likewise the first to show distress, and during the later hours were several times in danger of being lapped by the field.

Twenty-four miles and seven laps was the distance covered in the first hour, with Joe Fogler of the Fogler-Root team, leading. The century was turned in 4 hours and 4 minutes, with Fred Jones, of the Jokus-Jones team, at the head of the line.

During the intermission Jimmy Hunter and Charley Turville furnished some thrills in a closely contested match race for two miles on the "gas ponies," Hunter winning by a narrow margin in 2:39⅕. Hunter also rode an exhibition mile in 1:16.

Various attempts at lap stealing came to naught, all of the teams finishing with even scores, Fogler winning the final mile from Menus Bedell in 1:59.

The scores for the first eight hours are as follows:

Hour	Team	Miles	Laps
1	Fogler-Root	24	7
2	Fogler-Root	49	5
3	Clark-Hill	72	8
4	Bedell-Bedell	96	5
5	Palmer-Stein	120	3
6	Jokus-Jones	140	0
7	Fogler-Root	161	1
8	Fogler-Root	183	4
	Announced score,	198	8

Second Day—Tuesday.

This being election day, the start of the second instalment was deferred until 5:05 P. M. For the first few hours the riders were content to change pace regularly, occasionally relieving the monotony by "near" sprints.

After 46 minutes of riding, the actual 200 mile mark was passed at 5:51 P. M. Ernest Jokus, of the Jokus-Jones team, led over the double century.

In the first hour, 23 miles 3 laps were covered, bringing the actual total up to 206 miles 7 laps; Ryan, of the Ryan-Carslake team, was in the lead at the time.

At 6:30 P. M., Root, Pye and De Mara opened a big gap on the field, but the effort fell flat when De Mara refused to set his share of the pace to complete the get-a-way.

Turning the 306th mile at 9:50 P. M., Eddie Root started a jam which spelled disaster for the Ryan-Carslake team. Root jumped away and was relieved by Fogler in an excellent pick-up, and the team by rapid reliefs and sprinting soon had a promising lead, but the field eventually caught up, and the only team to lose distance was the Carslake-Ryan combination, it being set back a lap, although Ryan made a valiant attempt to maintain their position in the line.

During the lull following, Jumbo Wells bolted, and in two laps gained the length of the stretch on the field; his partner, Elmer Collins, took up the work and drew away for half a lap, when Fogler punctured and the referee called a cessation by ringing the bell, as is provided for in case of spills only, thereby depriving the Collins-Wells team of a lap gain on at least a majority of the teams, if not on the field. Ryan and Carslake were the only ones to suffer, they being set back another lap. Following the scramble and while all were riding clowly, Hill and Lawrence collided and fell but were uninjured.

At 11:15 Ryan and Carslake "regained" one of their lost laps amidst great cheering.

Eddie Root won the final sprint from Fred Hill, the time for the final mile being 2:09.

Jimmy Hunter won the two mile pursuit motorcycle race by 35 yards from Charles Turville, in 2:36⅗. Hunter also gave two one mile exhibitions, the first in 1:18⅗ and the second, 1:15.

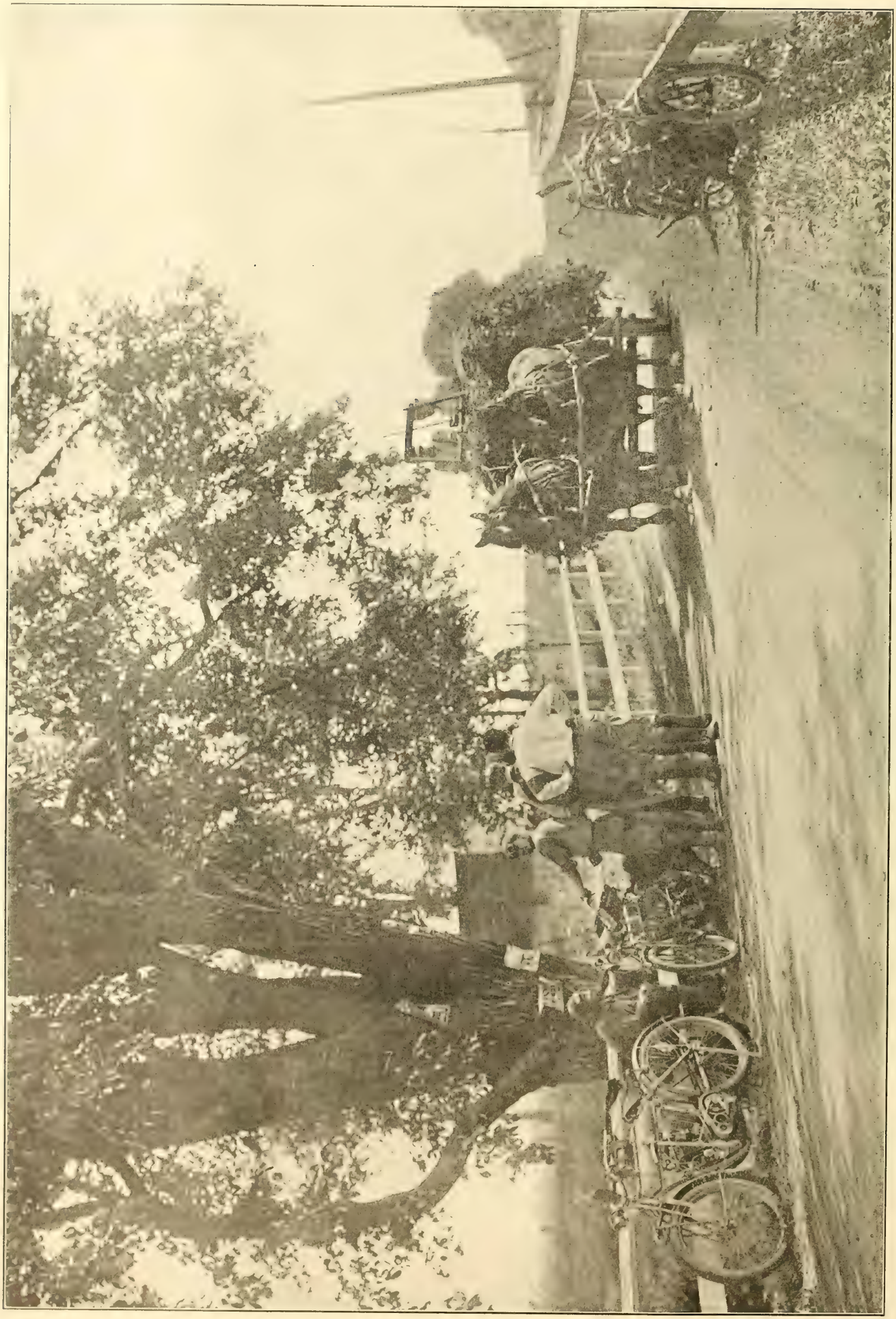
The total actual score of 353 miles 5 laps and the announced score of 370 miles is held by eight teams, with the Ryan-Carslake team one lap in the rear. Score by hours:

Hour	Leader	Actual Miles	Actual Laps	Announced Miles	Announced Laps
9	Ryan-Carslake	206	7	223	1
10	Fogler-Root	223	7	245	1
11	Collins-Wells	252	8	269	2
12	Fogler-Root	274	0	290	4
13	Clark-Hill	297	3	313	7
14	Clark-Hill	320	0	336	4
15	Fogler-Root	340	8	358	3
16	Fogler-Root	353	5	370	0

A further discrepancy of 8 laps in addition to the 15 miles and 4 laps will be noted in the comparison of the scores of the 9th, 10th and 11th hours. On the scores of the 12th to 16th hours, inclusive, this discrepancy gains another lap, a total of 16 miles advantage the announced score has over the actual riding.

Final score for Wednesday is as follows:

Team	Distance (Actual Mileage) Miles	Laps
Bedell-Bedell	532	0
Pye-Drobach	532	0
Jokus-Jones	531	8
Hill-Clark	531	8
Fogler-Root	531	8
Collins-Wells	531	8
Palmer-Stein	531	8
De Mara-Lawrence	531	8
Ryan-Carslake	531	4
Announced score	547	5



RESTING ON THE ROAD TO BUFFALO

The World on Wheels: News Notes from Everywhere



W. J. Teubner, former amateur star of the Merkel racing team, has joined the Indian forces. He is at the factory acquiring an insight into the way Indians are built.

Tacoma's city commissioners are preparing a new motor vehicle ordinance, which will have a special paragraph on the operation of motorcycles within the city limits. It will be off the press in the course of the next few days. F. K. H.

Owing to a typographical error the account published in these columns, issue of October 7th, showed that Charles H. Thomas, of the Crescent B. C., Baltimore, Md., rode 35,334 miles during the year. The report should read that distance, including 86 centuries, as the total score of the club.

Terre Haute, Ind., Nov. 3.—The Central Union Telephone Co. to-day placed three more motorcycles in its work here for the "trouble shooters" in the suburbs of the city. The machines are of the "1912" model four-horsepower Excelsior make. They were purchased through the General Electric Co.

Fred Thompson, riding an Excelsior, won the five mile motorcycle race which topped the speed card at the automobile meet held at White Plains, N. Y., on Tuesday, 7th inst. His time was 7:56. Robert Moore (Flanders) outdistanced A. Todd (Yale) in the scramble for second. Skidding into the outer fence on a turn, Marshall Thompson, on a Merkel, was tossed over the fence and sustained a severe cut on the right leg which necessitated medical attention.

The annual chestnut run of the Racycle B. C., of Baltimore, was held last Sunday. Quite a few members took advantage of the fine weather to take a spin into the country. They obtained a good supply of chestnuts by invading some woods five miles off the main road, which had not been wiped clear by hunters of the nut. C. F. Y.

Members of the Elmira (N. Y.) Motorcycle Club enjoyed a smoker and lunch in their club rooms on the evening of October 26th. A fine lunch was served and the evening was passed in story-telling, music and cigars. The club has neatly furnished apartments and is preparing for increased membership. The Fisk Rubber Co. has contributed a tire to be awarded to the member of the club securing the greatest number of applications for membership before January 1st, 1912.

Seven members of the Louisville Motorcycle Club enjoyed a social run to Lexington, Ky., a total distance of 166 miles, on Sunday, October 29th. Punctures and blow-outs were the features of the day, although the roads were in fine condition. Five riders of Lexington accompanied the Louisville boys to Frankfort on their return trip. Those who participated were: J. B. Coblens (Thor), O. J. Kuhn (R-S), O. J. Hubbuch (Thor), John Gatz (Thor), R. J. Buxe (R-S), C. Fisher (Thor) and C. E. Rodgers (Thor).

Terre Haute, Ind., Nov. 3.—Guy Jackson has been elected president of the local Indian M. C. to fill out the unexpired term of Frank Marshall, who resigned to go to Louisville, Ky. George Splaty was elected vice-president. The club has remodeled its club rooms and purchased a lot of new furniture and fitted up an ideal lounging place for the members during the winter. None of the boys have laid up their machines yet, but the open fire in the club rooms feels good in the evenings and has proven a good drawing card.

The Chesapeake M. C., of Baltimore, recently organized, held an enthusiastic meeting last week at which several new members were admitted. The club is progressing nicely and the officers expect to have 50 members before the first of the year. The members will go in for a little sociability outside of motorcycling, and will give a dance on December 11th. Last Sunday a short run was made to Cockeysville. About 20 members of the Maryland M. C. went to Laurel last Sunday and took dinner. C. F. Y.

The last run of the Syracuse Motorcycle Club was held on November 5th, 27 members starting for Lake View House on Oneida Lake at 10 o'clock in the morning. The route was over the new State road through East Syracuse connected over the old State road near Chittenango to avoid a speed trap near East Syracuse. Canastota was reached about 11.30. Entering the town the roads were so muddy that it was impossible to ride and the members had a fine job pushing their machines to the sidewalk. Some of the boys tried riding on the



THE SYRACUSE MOTORCYCLE CLUB LINED UP FOR THE START OF THEIR LAST RUN OF THE SEASON

walk and came near being arrested on the appearance of a policeman, who guaranteed that it would cost anyone $25 for the offense. After leaving Canastota, however, good State roads to Oneida were used, and on reaching there found dinner awaiting them—fish, wild duck and wild rabbit. Superb! Returning it was necessary again to ride through Canastota, and several of the riders endeavored to go through the mud, with the result that one or two skidded and cleaned up the cross-walks for the town. After getting back on the State road the run was most enjoyable, and it was voted the best the club had ever had.

"In Seattle the City Council recently passed an ordinance prohibiting a second person from riding on the handle-bars of a motorcycle managed by another," said Frank P. Fentress, Tacoma agent for the Excelsior motorcycles, recently.

"Such an ordinance should be passed in Tacoma, as it is a practice that is very dangerous. Just because there is room on the handle-bars for such a feat, and because the machine will stand the weight, is no reason why it should be done. An extra person so mounted cannot help but obstruct the view of the operator of the motorcycle and accidents are liable to happen in consequence." F. K. H.

One of the greatest worries of the motorcyclist is dogs. Many have been the remedies suggested. embracing everything from carrying an ammonia gun to a pocketful of stones. The priming gun in the filler cap of the 1912 Indian motorcycle offers a very handy and efficient weapon, and it can be used as a repeater as long as the tank supply lasts, if necessary, but of course no rider with common sense would be so imprudent as to shoot all his fuel at a dog and leave himself stranded. The gun will carry 12 or 15 feet with good accuracy, and a charge or two in the eyes or down the throat of a canine is certain to make him slap on his brake and slide his paws.

CORRESPONDENCE

Jacob DeRosier To Date.

Editor of the Bicycling World and Motorcycle Review:

When and where was Jake DeRosier born. Please give a brief sketch of his racing career.

A CANADIAN READER,
Toronto, Ont.

Jacob DeRosier was born in Quebec, Canada, in 1879, of French parents, and therefore is 32 years old. His mother and a younger brother now reside in Springfield, Mass. DeRosier started his racing career on a bicycle in 1897 and participated in many road races in and around Taunton and New Bedford, Mass., with fair success. The following year Henry Fournier, the French racing man, brought the first motor pacing machines to this country, and DeRosier lost no time in getting on one. These were DeDion machines. For several years he paced such well known riders as Harry Elkes, John Nelson, Robert Walthour, Hugh McLean, James Moran and others. It was in 1901, when pacing Nelson, that DeRosier used one of the first pacing machines built by Oscar Hedstrom, who later was to build the Indian motorcycle. F. Ed. Spooner, now famous as an automobile and general sporting writer and photographer, was DeRosier's manager in those days. In 1902 Jake rode the first single pacing machine ever used in this country, in an exhibition at the six-day bicycle race in Madison Square Garden, New York. It was an Orient machine. He first rode Indian motorcycles in 1902, and soon after switched to the Warwick, also made in Springfield, and in appearance practically a duplicate of the Indian. At that time there was a board track circuit in New England, and DeRosier appeared at the Springfield, Hartford and Boston tracks. He left the Warwick people to take charge of an automobile garage in Springfield, and remained in this berth for several years, incidentally returning to the Indian, and riding that machine in various contests, between times. It was not until the F. A. M. national race meet of 1908 at Clifton, N. J., that DeRosier became regularly attached to the Indian racing staff, and from then on he rose rapidly, creating new records from one to 100 miles, and winning the world's professional motorcycle championship at Brooklands, England, in July of this year. The month following, shortly after his return to this country, DeRosier changed mounts, and now is riding an Excelsior.

Plea for Low Gear Appreciated.

Editor Bicycling World:

Sir—The letter from Mr. Farwell on lower gears is indeed very timely. By all means let's have lower gears, especially for new riders and boys.

It must be very injurious to young riders to ride such high gears. And I practice what I preach and ride a 66-inch gear on the road.

Last holiday season I went the rounds to buy a bicycle for a long-legged boy. The lowest gear any of the dealers seemed to have was 81 inch, which each claimed to be standard. Now it is a sin to put a Pittsburg boy on so high a gear, for he cannot get up the steep hills at all, and only with difficulty can he get up the slight grades. Even if other districts are not so hilly as Pittsburg, still 81 is too high for a boy or new rider if he wants the greatest pleasure.

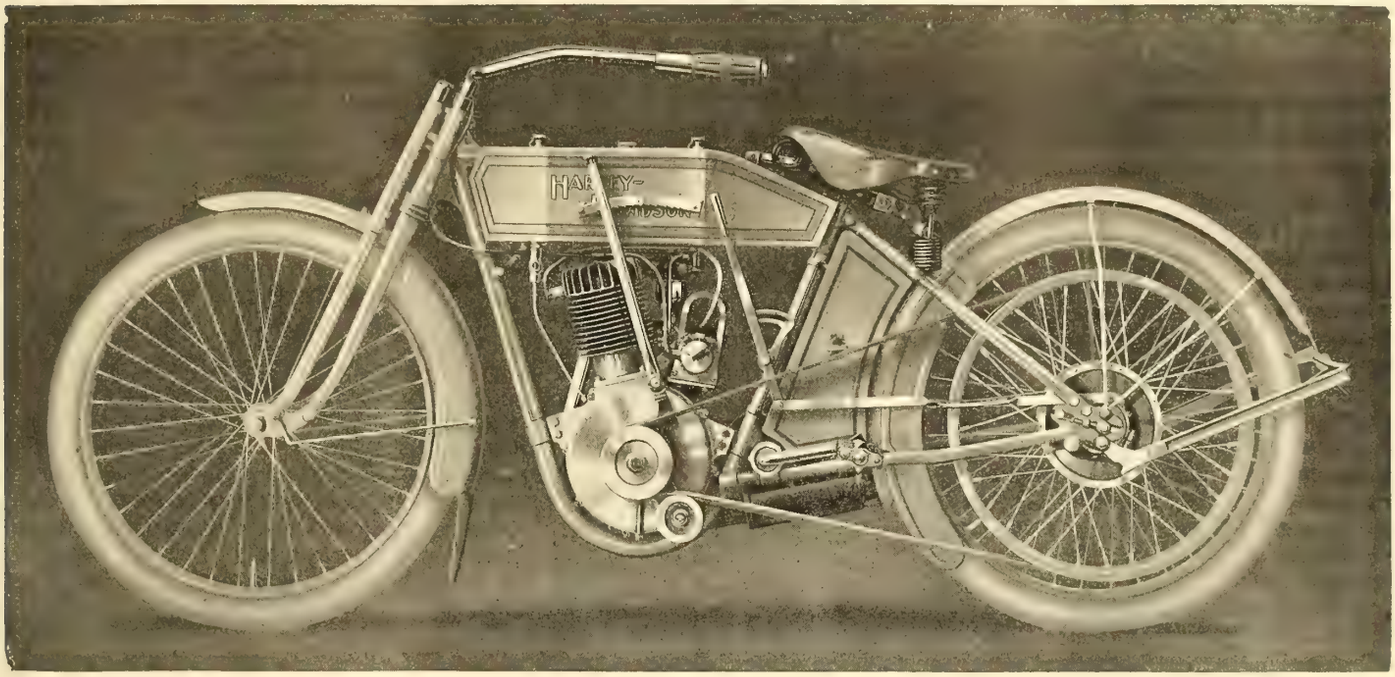
You published a very able article about a year ago. I wish you could publish it again and send each of the manufacturers a copy and then maybe our boys' Christmas bicycles would be a source of more pleasure to them. Very truly,

CHAS. E. MINNEMEYER.
Pittsburg, Pa.



THE WAKEFIELD, RHODE ISLAND, MOTORCYCLE CLUB

What Arthur Johnson Did



THE HARLEY-DAVIDSON looked good to a young dealer in Rockford, Ill., last year. Accordingly he went after the agency and got it. That young man was Arthur Johnson. He sold 44 Harley-Davidsons and built up a motorcycle business in one year that he can indeed be proud of. Now he has contracted for fifty 1912 Harley-Davidsons and says that he will sell from 75 to 100 if the factory will let him have that many. Johhson has always been an enthusiastic rider himself, but when he tried out the new model here at the factory about a month ago, his enthusiasm knew no bounds. He spent the best part of a morning riding the machine around. He picked out all the bumps and high spots he could and when he came back he wore a smile that would make Teddy Roosevelt blush for shame. Johnson's 1912 contract was the result of that ride.

Harley-Davidson dealers do not have to establish a reputation for the machine they handle. They do not have to make excuses of any kind. And when it comes to arguments, an actual demonstration of the machine itself is sufficient. Above all, remember that the Harley-Davidson is

"THE MOTORCYCLE WITH THE FUL-FLOTEING SEAT"

and that it is not a refinished 1911 model.

HARLEY-DAVIDSON MOTOR CO.

141 C Street **Milwaukee, Wis.**

GLOBE TROTTERS" GET BAD START

Detroit Cycling Trio Meets Poor Roads on First Day of Three-Years' Tour—Will Sing and Sell Post Cards.

Starting on what is intended to be a world-girdling tour awheel, Henry J. M. L. Elskamp and John Hanenberg arrived in Jackson, Mich., on the 31st ult. from Detroit after a discouraging trip over muddy and well-night impassable roads for the first day of their long journey.

These globe trotters have mapped out a route through the United States along the Pacific coast through British Columbia, sailing from Vancouver for Japan more than a year hence. From Japan they go to China, thence to Russia, Germany, France and England. On the return trip to Detroit they will cycle through Canada.

Mr. Elskamp is a native of the Netherlands, having lived in this country but a short time, being employed as a draughtsman in an automobile factory at Detroit. He is an accomplished vocalist, having completed a musical education abroad. One of the means he has for revenue during the trip is singing in theaters, but was unable to obtain an engagement in Jackson. The tourists also sell post-card photos of themselves, promising to mail souvenir cards from Japan to all purchasers of cards along the route.

They expect to be on the road between two and one-half and three years. The third member of the party, Bieter Koolwyk, was injured on the eve of departure from Detroit, having sustained a sprained ankle while alighting from a street car. He expects to join Elskamp and Hanenberg in Grand Rapids, the trip to the Furniture City being made en route to Holland, where the cyclists will meet many friends.

While in Jackson Mr. Elskamp obtained the signature of Mayor Sauer to a document certifying that the travelers stopped over in Jackson en route.

Bicycles Compete at Pottstown Meet.

At the motorcycle race meet held at the Pottstown, Pa., track on the 28th ult., under the auspices of the Pottstown Motor Club, two bicycle races furnished some entertaining sport for those interested in the pedal-propelled mounts. The entries in both events were well filled and keen competition with close finishes marked both races. Summary:

One mile open—Won by Frank Hart, of Reading; second, Walter Reifsnyder, of Pottstown; third, John Ludwick, of Pottstown; fourth, Daniel Keene, of Pottstown; Time, 3:02.

Two mile open—Won by Paul Hart, of Reading; second, Daniel Keene, of Pottstown; third, Walter Reifsnyder, of Pottstown; fourth, John Ludwick. Time, 6:22.

Thompson Injured at White Plains.

Winning a motorcycle race and the plaudits of the crowd, and five minutes later being rushed to a hospital with a mangled leg, was the quick transition from glory to pain experienced by Marshall Thompson at the motorcycle races held in connection with the automobile meet at White Plains, N. Y., on Tuesday, 7th inst. Thompson won the five-mile event for singles, and in the next event for twins skidded on a turn, crashed into the fence and was tossed over it, severely injuring his right leg. Summary:

Five mile open, singles—Won by Marshall Thompson (Excelsior); second, Robert Moore (Flanders); third, F. Todd (Yale). Time, 7:56.

Five mile open, twins—Won by Ackerman (Indian); second, Ford (Curtiss). Time, 7:03⅘.



O. C. FOSTER STARTING FROM BIRMINGHAM, ALA., ON A 500 MILE BICYCLE TRIP

BUFFALO OPENS INDOOR SEASON

Pro's and Amateurs in Exciting Battles on Armory Track—Collins Wins Paced Match With Bedell.

Buffalo, N. Y., Nov. 4.—Large fields and keen competition with close finishes in every event except the second heat of the Kramer-Clark match race, at Buffalo, N. Y., on Saturday, the 4th inst., furnished 4,500 spectators with excellent entertainment and plenty of excitement at the first professional meet of the season on the new indoor track in the 74th Regiment armory.

Nineteen events in all were on the program, among which were an open and a handicap for the amateurs, and in which were entered all the locals as well as visiting talent from Newark, N. J., and Canada; a match race between Frank L. Kramer and A. J. Clark; a motor-paced race between Elmer Collins and Menus Bedell; "dare-devil" exhibitions by James Hunter on a motorcycle and two handicap races for the "big guns" who are here to ride in the six-day race during the week of November 6th.

The match race, mile heats, was easily the feature event of the evening, although there was but one heat, the first, in which there was a most interesting finish; in this heat Kramer forced Clark to the front at the start, and then jumped from the rear at half a mile to go, winning by almost a length. The start of the second heat was a duplicate of the first; the champion waited for the bell before making his bid, going around Clark in the back stretch and winning by 10 yards, Clark easing up when passed.

Elmer Collins also had little trouble in defeating Menus Bedell in two straight five-mile heats of their motor-paced match race, taking the first heat by 30 yards in 7.01⅕ and the second by 80 yards in 8.44⅗.

In the five-mile professional open Clark, with a good pull from Freddy Hill, took the premier position after a sharp duel with Joe Fogler down the stretch.

A "train" composed of Hill, Fogler, Root and Drobach was being operated in the final of the mile professional handicap, but was wrecked when Fogler punctured and Fell. Walter DeMara (55) won, Charley Stein (75) just nosing out Percy Lawrence (65) for second.

The amateur events looked "all Newark." Cavanaugh and Heidrich taking one, two, in the half-mile handicap from scratch and 10 yards, respectively. Their winning streak came to grief, however, in the mile open when both went down in a crash when Fred Schudt, of Buffalo, fell. Summary:

Half-mile handicap, amateur—Won by Frank Cavanaugh (scratch); second, Paul Heidrich (10); third, L. Safford (35). Time, 1.01⅗.

Three mile open, amateur—Won by Al.



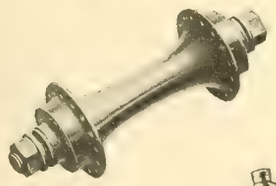


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Improved coaster brake for motorcycles.
Improved bicycle bells.
Improved knock-out axle motorcycle front hub.





Front hub for bicycles and motorcycles.

Plain rear hub for bicycles.
New Departure cyclometer.
Security cyclometer.

"Perfection" trouser guard.
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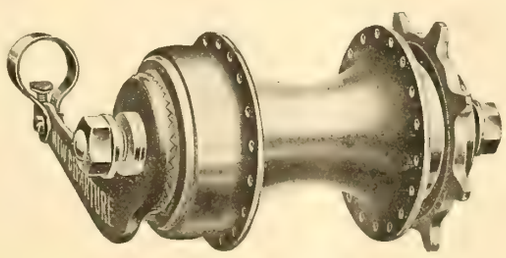


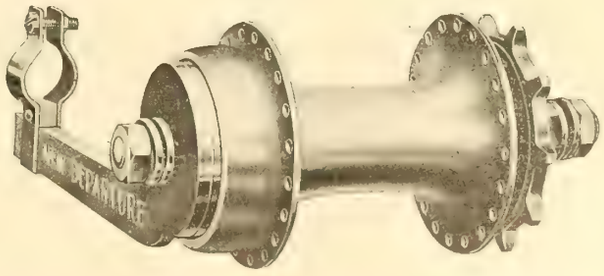
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.

THE NEW DEPARTURE MANUFACTURING CO.

COASTER BRAKE LICENSORS

Bristol, Conn.





Krushel; second, Joe Schneider; third, H. Kriegbaum. Time, 6.57⅗.

One mile handicap, professional—Won by Walter DeMara (55); second, Charley Stein (75); third, Percy Lawrence (65); fourth, Peter Drobach (35); fifth, Fred Wells (45). Time, 1.56⅗.

Five mile open, professional—Won by A. J. Clark; second, Joseph Fogler; third, John Bedell; fourth, Menus Bedell; fifth, Walter DeMara. Leader of most laps, Pedlar Palmer, 8. Time, 10.34⅗.

One mile motorcycle exhibition by Jimmy Hunter. Time, 1.20. W. A. B.

Sanborn Leads Crescents in Points.

Captain Huber, of the Crescent B. C., of Baltimore, in his report last week, announced the standing in the run attendance contest for 1911 up to the end of October. Four men are tied for first and second positions, and from present indications it will be necessary to continue the contest into next year in order to play off the tie.

A. Leimbach and Thoms are holding down first place with 170 points each, a perfect score, they not having missed a run, while W. Leimbach and Doc Sanborn are second with 165 points each, each having missed one run and holding the tie since last April.

The top-notch pluggers are clamoring for long runs, figuring that the possibilities of trouble overtaking each other are greater on long than short distances, and thus forcing the unfortunate man down. The remaining contestants and their points are: Langdon M. Sanborn, 160; Alfred J. Baker, 120; J. Fred Huber, 100; Thomas W. Baker, 80; C. Edward Berigtold, 60; George Peilstocker, 40; Charles Bagnol, 10; John Andreas, 5; Joseph F. Solan, 5.

The club held its last moonlight run of the season on Thursday, November 2, the members running out to Pikesville. The cool weather forced the discontinuance of these runs, it being customary to hold two of them every month during the warm weather. C. F. Y.

Royalty Enjoys Cycling as a Sport.

One occasionally hears the statement in certain quarters that cycling as a pastime is dead; that bicycles are used for business purpose only. The following named persons, all of whom use bicycles regularly, could scarcely be said to ride them for business purposes only: King George IV. of England, Princess Victoria, the Czar of Russia, the Czarina of Russia, ex-King



KING GEORCE, AN ENTHUSIASTIC CYCLIST

Manuel of Portugal, the Crown Princess of Austria, the Sultan of Morocco, the Duke and Duchess of Portland, the Duc d'Aosta, the Earl of Shrewsbury and Talbot, Baron Alverstone, Lord Dunedin, Lady Katherine Beauclerk, the Countess of Erroll, Lord Ingestre, the Earl and Countess of Onslow, and Sir T. D. Gibson-Carmichael, Bart. New evidence is presenting itself daily that cycling is gaining in popularity both in this country and abroad.

Affiliated Clubs Against Cut-Out Fiends.

The list of affiliated clubs that are passing the resolutions suggested by The Bicycling World and Motorcycle Review against the use of the muffler cut-out is growing daily, and it will not be many months before laws against this nuisance and detriment to the sport are passed in practically every city of every State throughout the country. The Oakland (Cal.) Motorcycle Club passed resolutions at its meeting held on the 25th ult., calling for a fine of 50 cents for the first offense and dismissal from the club for the second.

J. Leo Sauer states that he has under consideration proposed bills to be presented to the various legislatures throughout the country and suggests that the committees appointed by the various clubs as a result of the resolutions passed communicate with him. This, no doubt, will save a good deal of trouble and time on the part of the club members and assure them a proper law to be presented, as Mr. Sauer has given much attention and thought to the question. His address is 51 Chambers street, New York.

Century's Championship Contest.

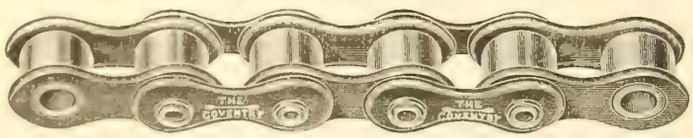
On Sunday, November 5, at the Guttenberg race track, the Century Road Club of America held a set of races, the first of a series to decide the club championship. Three races in all were contested, a mile scratch and a three- and five-mile handicap.

By winning all three events Dawson finished with a total of 15 points and Markowitz, who was second in each, had nine points. Hintze, Kurdle and Frayzee scored a point each. All the events were hotly contested, 11 men making up the field in each

Watch for the M.M. 1912 announcement in the next issue

COVENTRY CHAINS

FOR MOTORCYCLES ENSURE A POSITIVE DRIVE

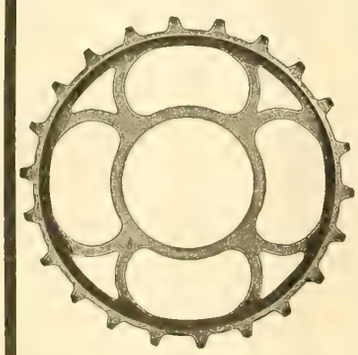


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On account of their well known wearing and non-stretching qualities Coventry Chains are recognized as the highest art of chain construction. Large stock always on hand. Send for leaflets 34.

United States Representatives.

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GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

THE PARISH & BINGHAM CO., Cleveland, O.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

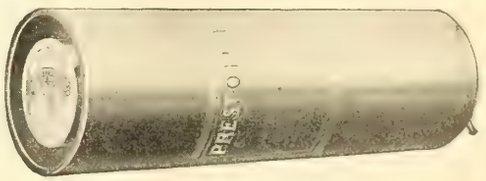
Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

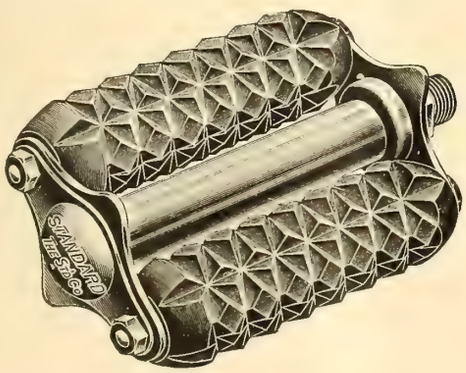
Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE



"Auxiliary Saddles"

The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

No. 3 STANDARD MOTORCYCLE PEDAL

Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

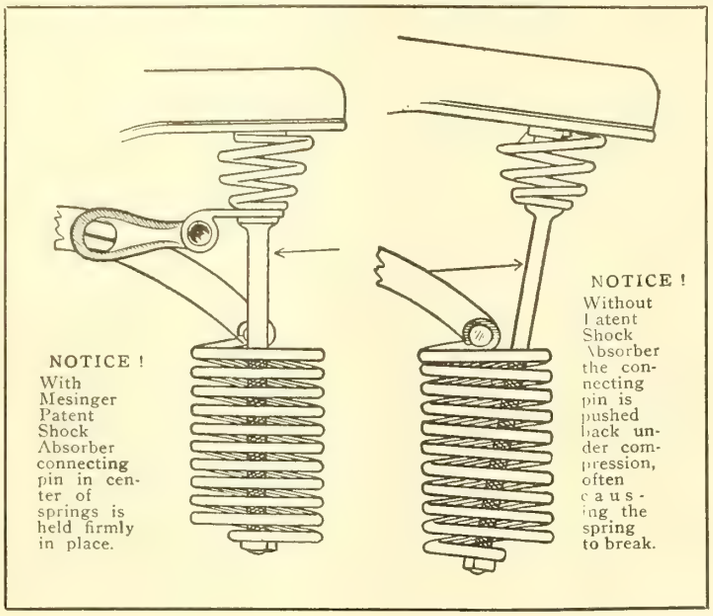
Our products for the cycle trade include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

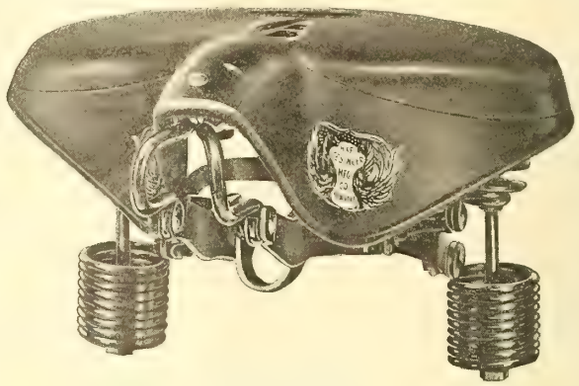
THE STANDARD COMPANY, Torrington, Conn.

MESINGER SUPERIORITY

Strongly Recommended by All High Grade Motorcycle Manufacturers



The leading touring machines as well as the racing record breakers are fitted with Mesingers.



Standard No. 4 with Open Front Spring for Low Position

THE PATENT SHOCK ABSORBERS
constitute one of the many points of superiority which make Mesinger Saddles distinctive for comfort as well as endurance.

Specify Mesinger and Get a Perfect Saddle
"ASK THE RIDER AND WATCH HIM RIDING"

H. & F. MESINGER MFG. CO., 1801-1807 First Ave., New York

The New R-S

Sold on Quality, Not on Price

Water seeks its level. The price of the Reading Standard was right in 1911 and, regardless of what others may do, will not be cut in 1912. When the New R-S was put on the market with all its exclusive and valuable features it was a foregone conclusion that other motorcycles would have to be improved in quality or reduced in price. We care not what others may do but shall build the R-S even better than in 1911 and the price remains the same.

THE READING STANDARD TOURIST

is the model De Luxe of single cylinder motorcycles with more great big points of superiority than we can begin to enumerate, but here are a few of them: Two Distinct Brakes, Two Oiling Systems, Real Shock Absorbing Seat Post, Adjustable Foot Rests, Two Compartment Gasoline Tank, Combination Hand and Foot Operated Belt Control, Ball Bearing Motor with interchangeable mechanically actuated valves, Removable Steel Luggage Carrier and Tool Box.

Our Advance Catalog Now Ready. Tells the Story of Three Models. Write for It Today.

READING STANDARD CO., 310 Water Street, Reading, Pa.

Member M. M. A.

Just Romps Up The Hills—
Does The Powerful Emblem

Read what this 216 pounds of good American bone and sinew has to say about the Most Powerful Motorcycle built. Think of it the next time you pedal on a steep hill—then write us.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen:—I have been almost a constant rider of motorcycles since 1906 and must say that of all single cylinder 4 H. P. motorcycles your 4 H. P. EMBLEM leads them all when it comes to smooth running, ease with which it can be controlled and hill climbing qualities. I weigh 216 pounds and can climb a hill with ease that other 4 H. P. machines and a 150 pounds rider can just make with a lot of maneuvering. I never worry over a hill—just keep a-going.

H. P. HANSEN, Bakersfield, Cal.

IF YOU ARE READY FOR THAT 1912 AGENCY PROPOSITION BETTER WRITE TODAY

Emblem Manufacturing Company

Member M. M. A.

Angola **Erie County** **New York**

PITTSFIELD

Motorcycle Spark Plugs

Insulation is Always Perfect

PITTSFIELD PLUGS withstand heat without oxidization at the points. We have made a scientific study of spark plugs and know that ours are the best in the world.

Leakage is impossible. They cannot break. Nor do they soot like others. The large, hot, fat sparks occur with regularity.

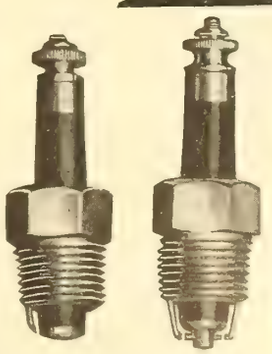
Pittsfield Plugs are never found defective. *Motorcyclists have learned that they can depend upon them.* ***Write for Our Catalog***

PITTSFIELD SPARK COIL CO., Dalton, Mass.

SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42nd St., New York City. *Central States, Brown & Caine, 1517 Michigan Ave., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco, Los Angeles and Fresno, Cal., Seattle and Spokane, Wash, Portland, Ore. *Canada, Russell Motor Car Co., West Toronto, Canada.

***Full line carried.**

Pittsfield Coils give the same excellent service as our plugs. They are unaffected by vibration, and moisture proof.

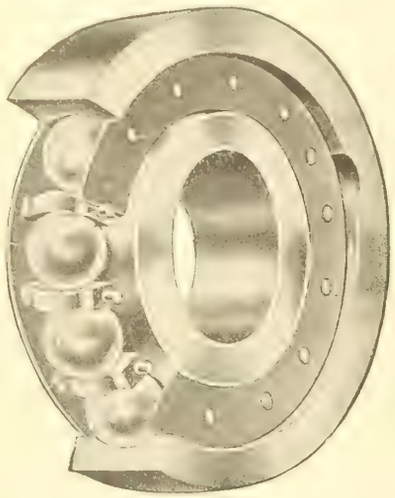


Battery Plug $1.00 Magneto Plug $1.25

Schafer Ball Bearings

(MADE IN GERMANY)

are the most suitable bearings for motorcycles



BECAUSE

They withstand vibration due to the strong cage and large number of steel balls.

SCHAFER BALL BEARINGS are used throughout the *De Luxe* motor and two speed transmission for motorcycles manufactured by F. W. Spacke Machine Company, which fact proves that SCHAFER BALL BEARINGS stood up under the most severe tests before being adopted and that the best bearing regardless of cost is used on the *De Luxe* motor and transmission.

BARTHEL, DALY & MILLER, 42 Broadway, New York

"Whitney" Chains Are Dependable



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, besides myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

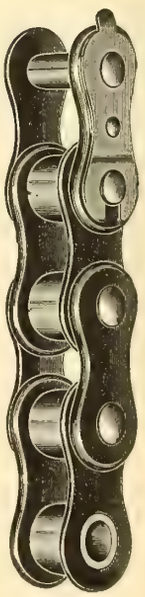
I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

A. H. HELGESON.

733 Ottawa St., Los Angeles, Cal.



These chains have been driven from the Pacific to the Atlantic, from Canada to Mexico, and all over California, through rain, mud, dust, and sand and are still good.

Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?

"Whitney" Chains Are Built for Strains

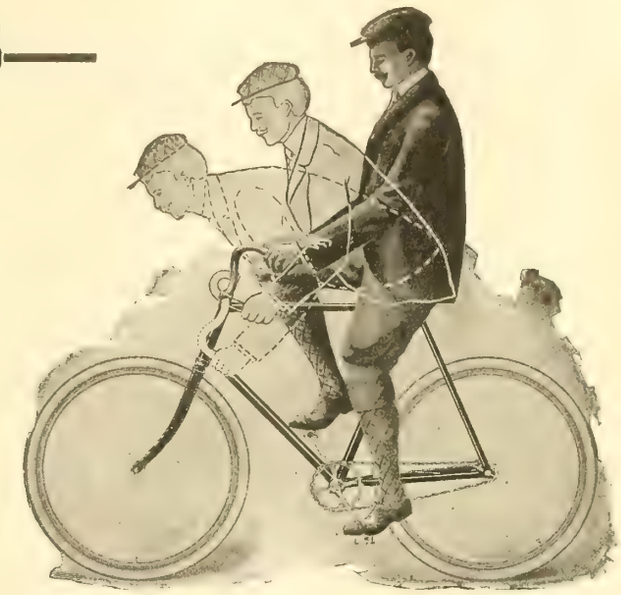
THE WHITNEY MFG. COMPANY, Hartford, Conn.

Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

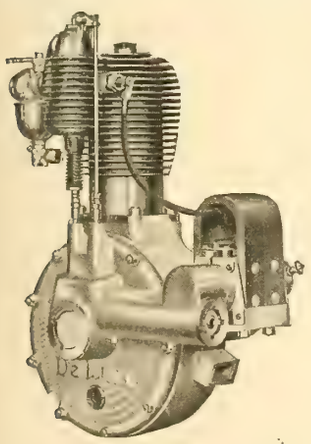
Sales are stimulated when the Kelly is an equipment feature.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

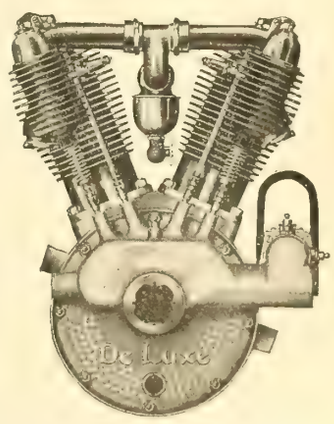
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder
Five H. P. Single Cylinder
Seven H. P. Twin Cylinder
Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.



The F. W. Spacke Machine Co.

INDIANAPOLIS, IND., U. S. A.

Real Money in This Tube for You



YOU are actually losing money if your stock of bicycle supplies does not include NEVERLEAK, the wonderful Tire Fluid that automatically heals punctures on the run without the rider having to dismount. Thousands of dealers are making big money handling

NEVERLEAK TIRE FLUID

which is the only legalized tire fluid sold to-day.

Besides the fine margin of profit that NEVERLEAK pays there is also a big list of premiums that have value written all over them.

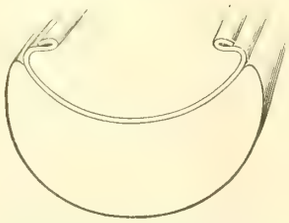
It will pay you to investigate. See your jobber about it, or write us direct.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

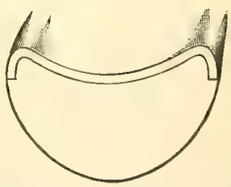
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original. manufacturers of the G & J Wood Rims for double clincher tires.



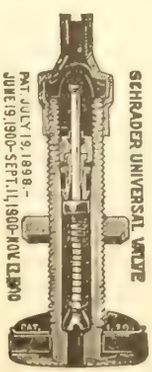
Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



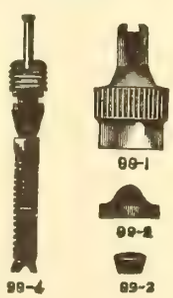
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

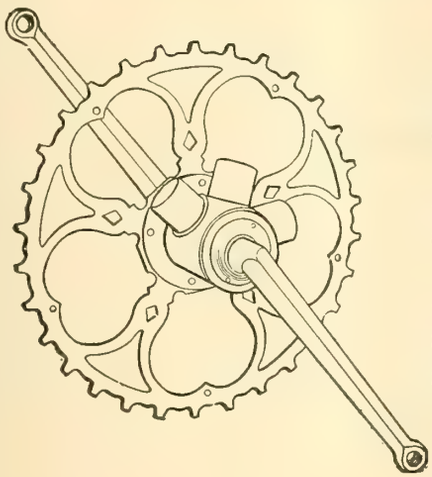
A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



FAUBER HANGERS



Used wherever quality is found.

Known as well as the bicycle.

Supplied in standard and special sizes.

Great Western Mfg. Co., La Porte Indiana

Makers of CROWN, ADLAKE and CYRUS BICYCLES and FAUBER HANGERS

BOSCH
Magnetos

are used by a larger number of motorcyclists than any other two or even three, ignition systems combined.

This is so by reason of the reliability and longevity of the Bosch instruments, which have never been equalled.

You may expect to find this superlative quality in each and every instrument alike and, what is more, the reliability will continue during the complete life of the motorcycle.

For 1912—Specify Bosch

BOSCH MAGNETO CO., New York

Detroit Chicago San Francisco Toronto

Reliance
(REG. U.S. PAT. OFF.)

In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.



When you realize that **ninety per cent.** of all plug troubles are caused by **carbon** and **soot** you begin to appreciate why the Reliance should be your first and last choice; you see why those who have once used Reliance troubleless plugs will have no other.

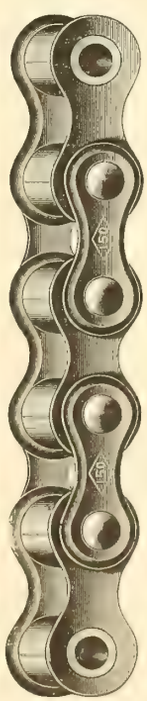
Regular Type $1.00
Magneto Type $1.25

For sale by most dealers, if yours does not carry, write and we will ship prepaid at prices quoted.

JEFFERY-DEWITT CO.
71 Butler Ave., Detroit, Mich.
Agts. for Continental Europe
Armand Frey & Co.,
Berlin, Germany,



This No. 150
Diamond Roller Chain



makes the best chain drive for motorcycles that money can buy—stands a pull of 3000 pounds, so you know you're safe. The roller construction keeps friction down and the specially hardened nickel steel rivet makes the wear next to nothing. We've other types for starting chains.

Don't let any one change your mind. Stick to DIAMOND and you'll never be sorry.

TRADE ◇ MARK

Diamond Chain and Mfg. Co.

141 W. Georgia St., Indianapolis, Ind.

Capacity 8,000,000 feet per year (107)

SPLITDORF MAGNETO

"Always There"

SPLITDORF PLUGS are standard plugs among motorcyclists because of their marvelous efficiency.

An endless chain of records on the tracks and in road events during the 1911 season by the crack riders is striking testimony to the real quality of SPLITDORF EQUIPMENT.

Look out for the SPLITDORF MAGNETO! One of the largest manufacturers equips entirely with SPLITDORF and his choice is confirmed by the year's phenomenal successes achieved by SPLITDORF in the motoring world.

BE CONVINCED—SPLITDORF IGNITION is the IDEAL IGNITION and ALWAYS THERE. Insist upon SPLITDORF EQUIPMENT.

Write for Catalog

C. F. SPLITDORF

Walton Ave. and 138th St.

Branch, 1679 Broadway **NEW YORK**

CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO

The Power of Achievement Echoes Down the Corridors of Time.

Imitations may come and counterfeits will go, but PERSONS QUALITY ENDURES FOREVER.



Size of Top, 11"x7¾". Price, $2.60.

In every line of manufacture in the world some single brand holds **first place** for **Quality, for Style and for Durability.**

In Saddles for cycles, motored or otherwise, the **PERSONS IS PRE-EMINENT,** and that fact is known to **every rider and every dealer** who has handled them.

All Bicycle Manufacturers are now equipping without extra charge **PERSONS LEADING MODELS.**

Send for 1912 Catalogue.

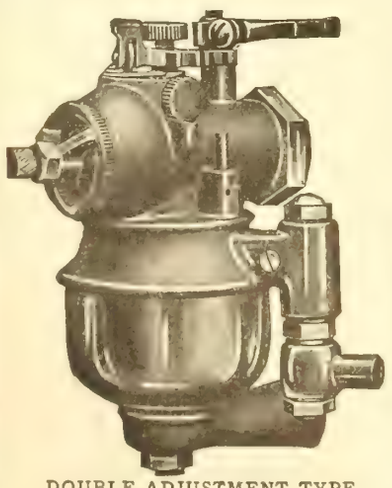
THE PERSONS MANUFACTURING CO.

WORCESTER, MASS.

HEITGER

Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nickeled and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE
Glass or Brass Bowl

We can make prompt deliveries.
Catalogs now ready.

HEITGER CARBURETER COMPANY
1160 Beecher Street
INDIANAPOLIS, IND.

KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
Racine, Wis.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO



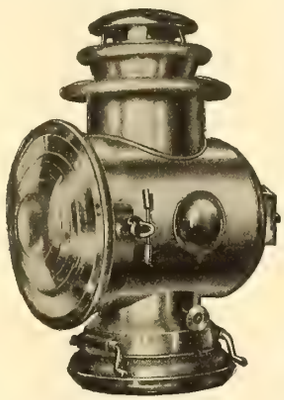
Flat Bracket Fastens to Back of Lamp

ARRANGED TO FIT ANY MAKE MOTORCYCLE

Furnished with Single Flat or Double Fork Brackets

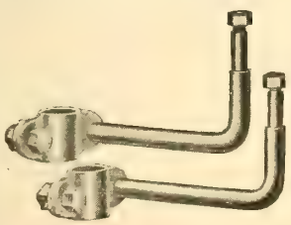
HAM'S
COLD BLAST
Motorcycle Lamp

Burns perfectly. Produces a brilliant light. Handsomely designed and beautifully finished in brass, nickel plate or rich enamel colors.



Burns Kerosene Oil

NEVER FAILS



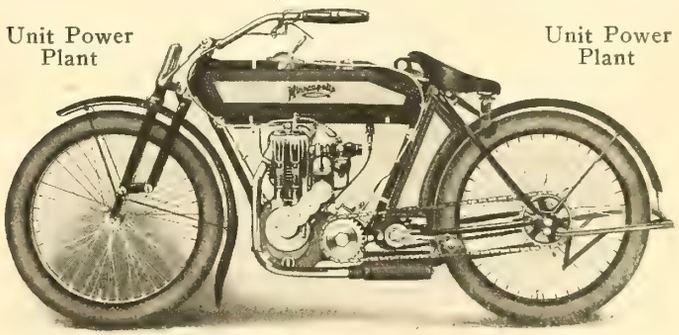
Write for Catalog and prices

C. T. Ham Mfg. Co.
ROCHESTER, N. Y.

Unquestionably the Best
Ride One and See
THE Minneapolis BIG 5 AUTO-CYCLE
with its Two-Speed Transmission
PRODUCING 11½ H. P.
RELIABLE — QUICK — EFFICIENT

Unit Power Plant

Unit Power Plant



An Automobile on Two Wheels

1912 Models Now Ready Send for Catalog

Some territory open to good agents

MINNEAPOLIS MOTORCYCLE CO.
MANUFACTURERS

517 South Seventh Street Minneapolis, Minn.

Diamond
MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

"Users Know"

THE DIAMOND RUBBER CO., Akron, Ohio

Over 40,000
Shipp Handle Bar Lamp Brackets
Sold in Less Than One Year

Pretty good evidence they have features all their own.

Stock them and increase your lamp sales.

Order Through Your Jobber

WATT SHIPP
PATENTEE
SALEM, OREGON

STEVENS & CO.
DISTRIBUTORS
NEW YORK CITY

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—Tribune chainless bicycle, 23 in. frame, with two speed gear, spring frame, spring fork and coaster brake, nearly new, cost $100, now $35. Spalding chainless bicycle, 24 in. frame, with coaster brake, reliable set of tires and in good condition, $15. Lady's straight frame Crescent, $5.00. Lady's loop frame Crescent, $7.00. Lady's Rambler, $8.00. Lady's Ideal, $7.00. Manson Combination Tandem, $8.00. Eight 24 inch bicycles such as Crescents, Keatings, Ramblers, etc., $7.00 each, all in perfect running order. EMIL ROEMER, 29-31 School St., Webster, Mass.

SATISFACTORY Motorcycle Repairing, not experimenters. Enameling any color. Winter storage, 50 cents per month. Send your motorcycle here for overhauling or repairs. Prompt service. B. A. SWENSON, Providence, R. I.

FOR SALE—Indian, loop frame, 2¾ horsepower, Bosch magneto, $85. Lock Box 344, Sumter, S. C.

FOR SALE—Used bicycles, tandems, triplets, ordinaries, gentlemen's frames. McDOUGALD, 1118 N. Clark St., Chicago, Ill.

FOR SALE—New Jones Speedometer, Model No. 32, 2 Reynolds long chains, 1 short chain, 1 axle, 2 spark plugs, 1 pedal, 11 repair links. Practically new—$20.00 for lot. V. STORTZ, 76 Pine St., New York.

FOR SALE—1911 Detroit, 4 h. p., battery, ridden 300 miles. $165.00. THOS. F. NORFLUT, Roxobel, N. C.

MOTORCYCLES—A. C. C. A. prices talk! Endless variety; latest models; every make—Indians, M-M's, $20. Freight prepaid! Largest and only illustrated catalog published sent frfee. THE AUTOMOBILE AND CYCLE CO. OF AMERICA, Dept. O, 1769-1787 Broadway, New York City.

MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

MOTORCYCLE BARGAINS — 50 of them; $40 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St., New York.

FOR SALE—100 second-hand bicycle frames, forks, chains, pedals, bars and hangers. Complete sets at $1 each in lots of six. Snap for bicycle dealers and repairers. DENINGER, 337 North St., Rochester, N. Y.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.

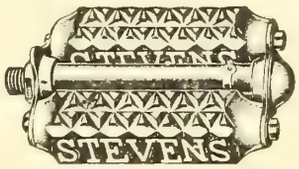
WE HAVE the largest line of new and used motorcycles in the country at the lowest prices. Every machine guaranteed. We are the largest and only exclusive motorcycle supply house in the world. Send us your machines to be overhauled. Send for catalog. Repairs a specialty. HARRY R. GEER CO., 834 McLaren Ave., St. Louis, Mo.

Bicycle Tires and Tubes

We have several hundred pair of Single Tube, Double Tube and G & J Tire Seconds at prices that will surprise you. Also a few more of Excelsior Tires at less than they originally cost Excelsior Supply Co.

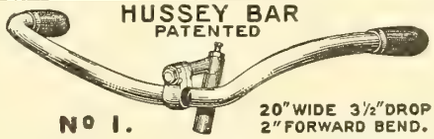
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Factory Distributors of Bicycle and Motorcycle Supplies. Don't buy Excelsior Tires from anybody till you get our prices—We will save your money.

STEVENS'
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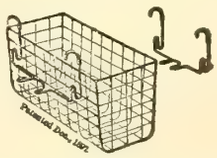


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No 1. 20" WIDE 3½" DROP 2" FORWARD BEND.
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American Motorcycles

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Our 1911 Illustrated Catalog contains descriptions and prices of all styles of LEGGINS and many new specialties that add to the style and comfort of motorcyclists. FREE ON REQUEST. Special quotations to jobbers and dealers.
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Bicycle and Motorcycle Sundries
in Western New York.
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Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
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Full line of
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Repairs, Parts and Supplies.
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Agents Indian Motorcycles.
All kinds motors repaired and sold.

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THE MOTOR WORLD
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wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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Our Catalogue is ready and will be mailed for the asking.
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A house where the trade can get what they want in
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when they want them, at right prices
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We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
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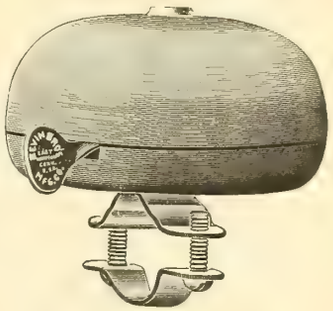
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BICYCLES AND SUNDRIES
Prompt and complete shipments

Every Live Dealer Sells
DUCKWORTH CHAINS
Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.
DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.

Bevin Bells



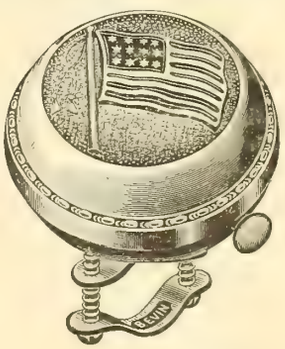
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

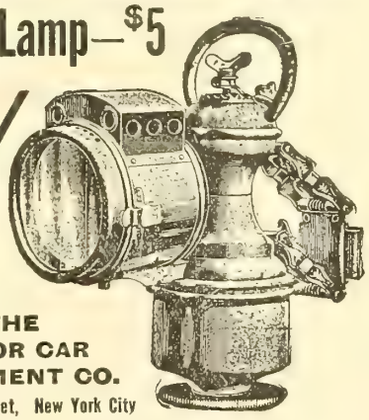
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Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
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Weighs Only 23 Ounces.



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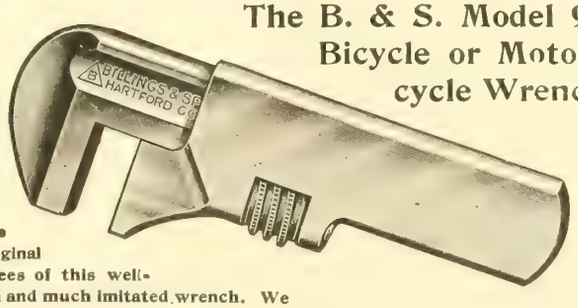
The MUSSELMAN
Air-Cooled Motor Brake

"As Powerful and as Certain as an Air Brake"

Runs as free and easy as an ordinary hub. Costs no more than the other kind. Send for full description.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The B. & S. Model 97 Bicycle or Motorcycle Wrench



We are the original patentees of this well-known and much imitated wrench. We guarantee quality and durability. Send for circular of drop forged wrenches.

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CLAIRE L. BARNES & CO., McCormick Bldg., Chicago

SUPPLIES
CYCLE
MOTORCYCLE
AUTO
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WE specialize on prompt and full shipments. Our catalog on

Cycle and Motorcycle Supplies

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY
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Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. [48] New York City

MORE Kokomo Tires will be made during the next twelve months than ever before, because those made in the past have proved so good that riders and dealers not only come back for repeat orders, but bring their friends as customers. That's the kind of business that we like. It is based on the merits of

KOKOMO TIRES

For bicycles two of the Kokomo leaders are:



Kokomo Defender Special

This popular guaranteed tire is specially designed and constructed for road use. It is made from the best materials obtainable, being carefully built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired.



Kokomo "New Oxford"

A medium price tire, yet so good in quality that it does not do it justice to call it a medium grade tire. We have built these tires so that in case of puncture they will not be worthless but can be repaired. Also furnished in smooth tread.

Every dealer handling these tires is doing a benefit to his customers and to his own bank balance.

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.

Well You Have Heard the Big Noise—Also the Echoes

NOW GET DOWN TO BUSINESS WITH THE HOUSE OF FLANDERS

We Will Deliver Every Day in the Year

Flanders "4" at $175

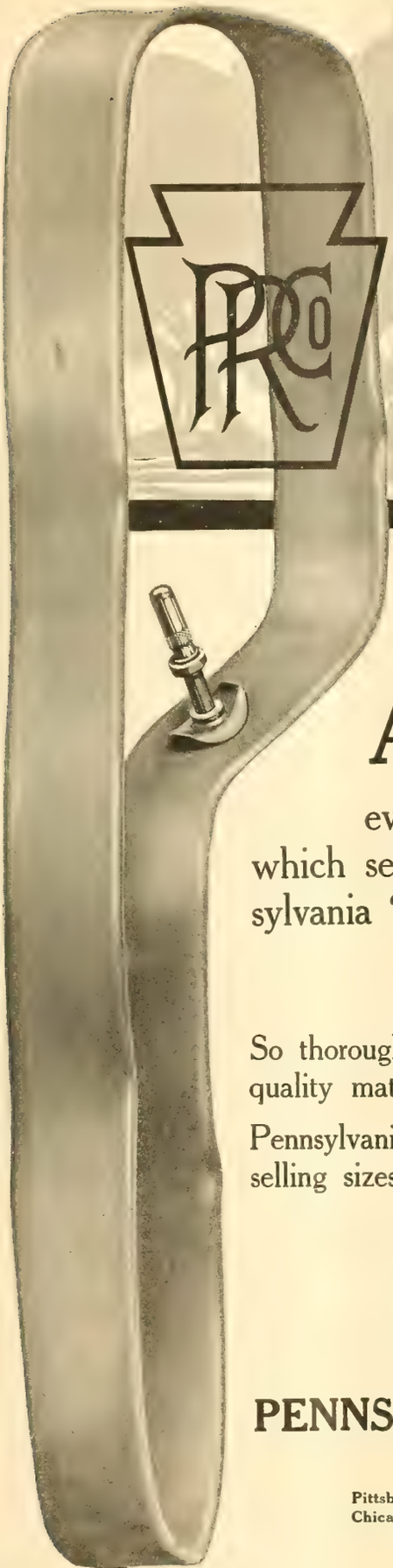
¶Mr Dealer make sure when you sign up for a low price high grade motorcycle that you can secure this model at all times to fill your demands. Find out if its a regular production or a clean up of 1911 models.

¶You can't afford to start something and then not finish it.

¶What you must have is a Flanders proposition, the one you can secure and hold trade with. That $175 Magneto Model Flanders is the one that will have the big demand. Think it over—then act.

FLANDERS MANUFACTURING CO.

Pontiac, Michigan



PENNSYLVANIA "Guaranteed" INNER TUBES "No. 503"

For Motorcycles

AFTER months of experimenting, the Pennsylvania Rubber Company has at last evolved a genuinely serviceable motorcycle tube which sells at a reasonable price. This is the Pennsylvania "No. 503."

Each Tube is Guaranteed

So thoroughly tested is this tube, so well made and of such high quality material, that it carries an unqualified season's guarantee.

Pennsylvania "No. 503" Tubes are made in the most popular selling sizes:

26 x 2½; 28 x 2¼; 28 x 2½

NOTICE: In placing this tube on the market, we have contemplated an attractive margin of profit for the trade. Jobbers and Dealers, therefore, desiring to sell Inner Tubes for PROFIT should write to us.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

(Re-organized Feb. 1st, 1910)

BRANCHES:

Pittsburgh, 505 Liberty Avenue
Detroit, 247 Jefferson Avenue
Chicago, 1004 Michigan Avenue
Minneapolis, 917 First Avenue, S.

Pennsylvania Rubber Co. of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission Street
Los Angeles, 930 So. Main Street

Just Romps Up The Hills—
Does The Powerful Emblem

Read what this 216 pounds of good American bone and sinew has to say about the Most Powerful Motorcycle built. Think of it the next time you pedal on a steep hill—then write us.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen:—I have been almost a constant rider of motorcycles since 1906 and must say that of all single cylinder 4 H. P. motorcycles your 4 H. P. EMBLEM leads them all when it comes to smooth running, ease with which it can be controlled and hill climbing qualities. I weigh 216 pounds and can climb a hill with ease that other 4 H. P. machines and a 150 pounds rider can just make with a lot of maneuvering. I never worry over a hill—just keep a-going.

H. P. HANSEN, Bakersfield, Cal.

IF YOU ARE READY FOR THAT 1912 AGENCY PROPOSITION BETTER WRITE TODAY

Emblem Manufacturing Company

Member M. M. A.

Angola **Erie County** **New York**

R-S

"Imitation is the Sincerest Flattery"

Two Distinct Brakes

READING STANDARD CO. R-S READING, PA. U.S.A. Reading Standard

Two Different Positions

THERE are more good and exclusive features embodied in THE NEW READING STANDARD than in any other motorcycle on the market. We were the first to introduce the mechanically operated inlet valve motorcycle motor—first to adopt the shock absorbing seat post, foot rests, double braking system and many other valuable features. Others have copies, but none have equalled—THE NEW R-S STILL LEADS!

Three Models, Including Twin, Mechanically Correct.

Write today for description and advance catalogue. Wise dealers know it pays to sell the best.

READING STANDARD COMPANY, 500 Water Street, Reading, Pa.

R-S

No slip in braking or in forward driving in the

CONCAVE ATHERTON

Coaster Brake for Bicycles

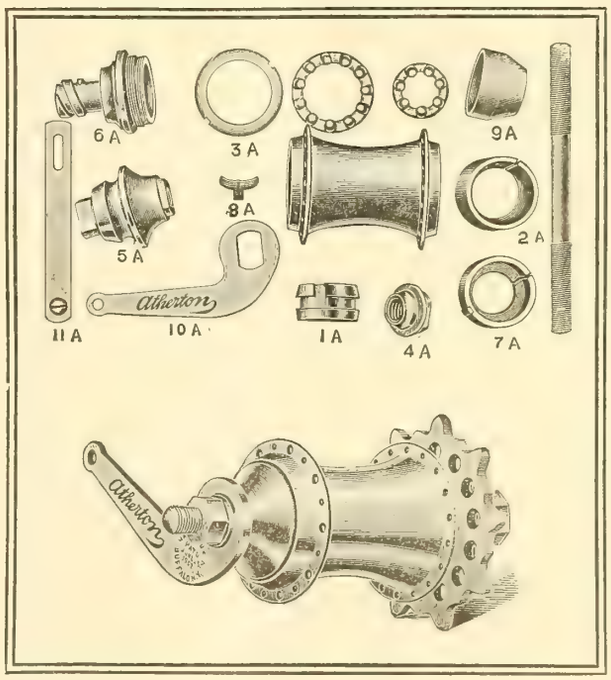
In the 1911 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!



QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers

POPE DEALERS are requested to send their requisitions for 1912 Columbia catalogues, which are now ready for distribution.



Columbia Bicycles

COLUMBIA BICYCLES for 1912 are as nearly perfect in material, construction, adjustment and finish as human skill can make them. The complete success of Columbia Bicycles during the past season, has led us to continue building the same models with only such changes and improvements as another year of manufacturing experience has suggested. The tire and saddle equipment has been notably improved.

The 1912 Columbia Catalogue

is an entertaining and attractively printed booklet, treating the subject of high-grade bicycle building in an authoritative and informative way. It is a catalogue that will help dealers to make sales.

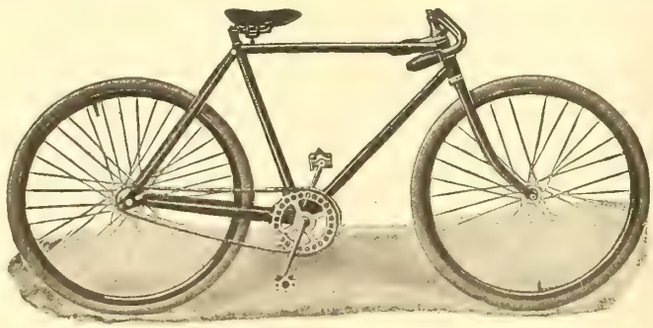
Write Today for Columbia Catalogue and Our Proposition to Dealers.

THE POPE MANUFACTURING CO., Hartford, Conn.

GREAT WESTERN MFG.CO LAPORTE IND U.S.A.

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.



CYRUS JUVENILE

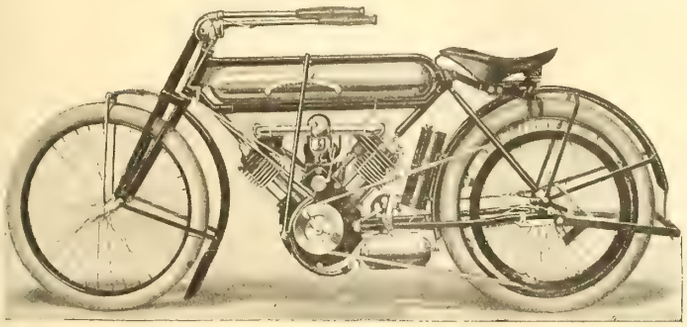
GREAT WESTERN MFG.CO LAPORTE IND U.S.A.

Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we using Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

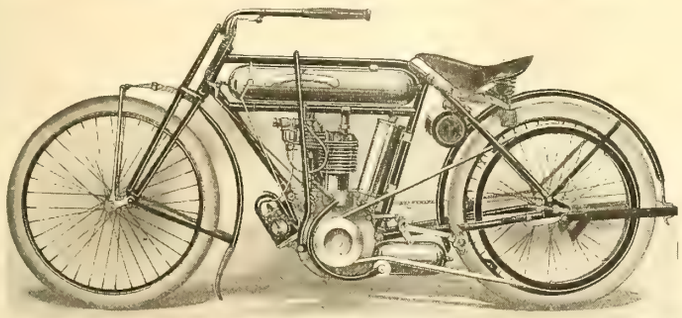
1912 M.M. Announcement

(Brief, But to the Point)



M.M. Twin (8 H.P.)

← $275.



M.M. "Four-fifty" (4½ HP)

← $200

Notice the Rakish Lines on These New Models.

Now that the big noises are all over, the agents of the country are ready to do business. That's just where the M-M always fits. We're ready to do business **now.** 1912 models can be delivered **immediately** for samples and demonstrating purposes.

We have no long story to tell and no great innovations to offer, simply standard reliable goods perfected by our thirteen years of manufacturing experience, at new prices made possible by the natural progress in factory economies and the greatly increased quantities we shall manufacture this year to meet the growing demand for M-M motorcycles.

All we ask is that you get one of our **1912 M-M CATALOGS, NOW READY,** and study the detailed construction of the 1912 M-M. Also look at one of the machines and ride it before deciding on any other make. The M-M speaks for itself. No eight page spread is necessary to convince the live agent that the M-M has points of superiority.

After a thorough comparison—point for point—with any and all other motorcycles made, you will find that the old reliable M-M averages up by far the best, everything considered, regardless of price or claims.

Every detail on the 1911 machine that could possible be improved has been perfected in the new 1912 models. Such as—

Lower saddle position with a special Cavalry saddle, very springy and comfortable.
Separate magneto control lever.
Heavier and better belts (stretchless).
Vanadian steel front fork springs (indestructible).
Lower, wider and longer handlebars with rigid clamps.
More tire clearance.
Long stroke motors (4½ H. P., the most powerful single made this year).
Longer cylinders and piston with four rings

and many other improvements, but still retaining all the good features previously possessed by the M-M. Such as:—

Simplicity of construction and easy accessibility for adjustments or repairs.
Truss frame dropped at seat post.
Bosch high tension magneto.
Schebler carburetor.
Spring tension hand idler.
Easy, comfortable riding qualities.
Positive grip control.
Silent and smooth running motors.
Low center of gravity.
M-M five leaf spring fork, the finest ever made.

It is a fact (and any M-M rider will tell you so) that the M-M will stand more hard service with fewer repairs than any other motorcycle made.

This is the result of the very best materials and workmanship and careful inspection of parts. An important point for the motorcycle agent to consider.

THE M. M. POLICY FOR 1912:

To make more machines and better machines for less money than ever before.
To sell through good agents on a liberal selling plan and use them white in every way.
To stand right back of every machine sold under the M-M guarantee.
To make immediate deliveries even if we have to run nights in rush season to do it.
To ship part orders same day received, which is a mighty important point for the agent to consider.

We Shall Close Up Agencies Fast From Now to January 1st. Get Your Name in NOW.

AMERICAN MOTOR COMPANY, 718 Centre Street, Brockton, Mass.

Fisk Bicycle Tires

The Best Tires Made

The fact that Fisk Bicycle Tires have been selected as standard equipment by such representative manufacturers of wheels as the Iver Johnson, Pierce, Pope, Yale, Snell and Emblem, proves not only that Fisk Tires are BEST but that they are held in highest esteem by purchasers.

DEALERS in Fisk Tires never find business dull. Write for particulars.

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS

Direct Factory Service in 30 Cities

The Saddle that always helps to sell the Bicycle

Every aid to easy sales is worth consideration—

Every "hindrance" should be cut, as it reveals its handicapping influence.

Now there are Saddles and Saddles—roughly, the BROOKS and —the others.

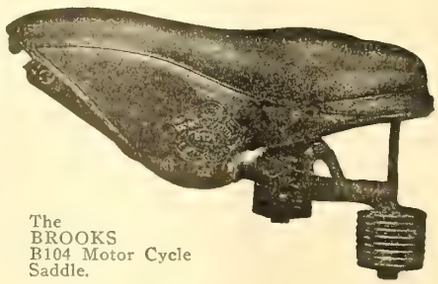
The first is the Saddle that always helps to sell the bicycle—

It is the original and only genuine compound-spring saddle and, by its exclusive merits, proves at all times a real and constant aid!

Remember that, and when you reflect on the lines that help and hinder, in Saddles just select the BROOKS—the best.

J. B. BROOKS & CO., Ltd.
73 Criterion Works Birmingham, Eng.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren Street, New York

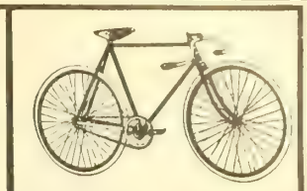


The BROOKS B104 Motor Cycle Saddle.

BROOKS



How to Satisfy Your Customers and Make Money

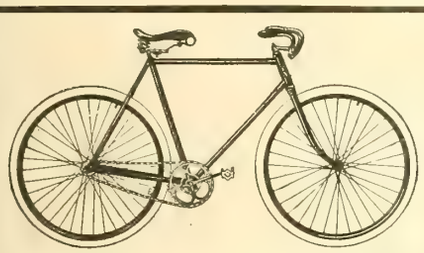


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

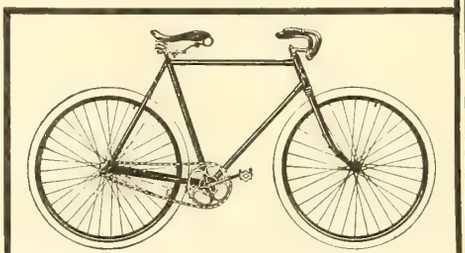


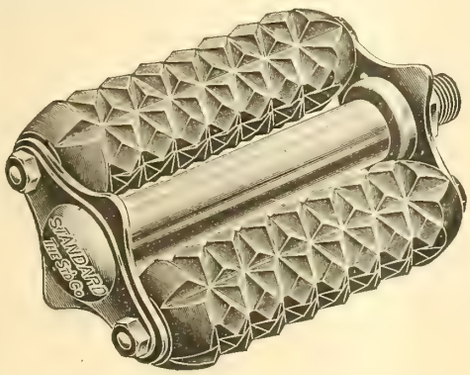
The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





"Auxiliary Saddles"

The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

No. 3 STANDARD MOTORCYCLE PEDAL

Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

Our products for the cycle trade include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY, Torrington, Conn.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co.

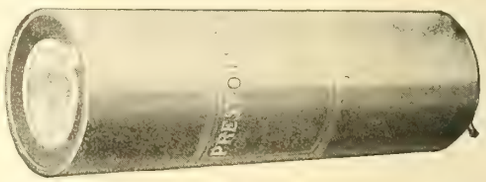
245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

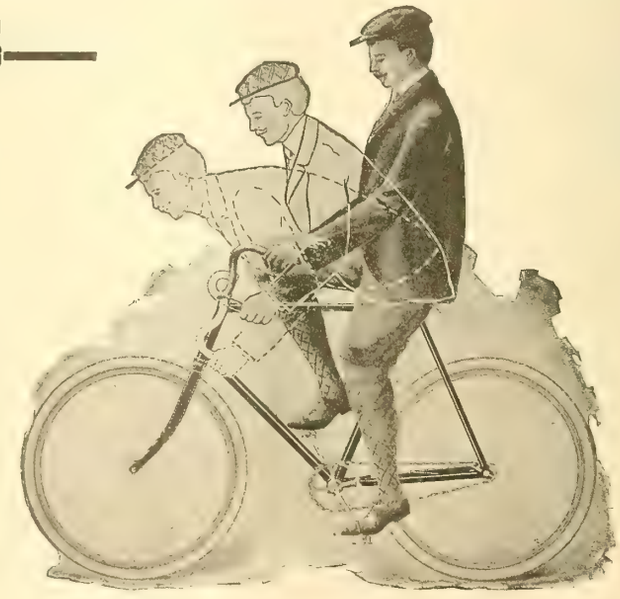
Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

Sales are stimulated when the Kelly is an equipment feature.

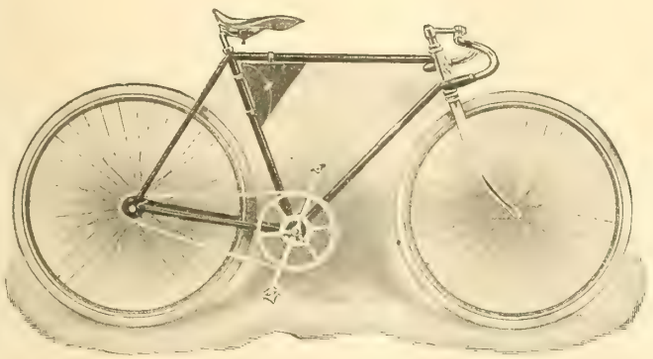


The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

PIERCE

Bicycles For 1912



Every Progressive Bicycle Dealer

should carry the Pierce line.

¶ For 1912 our line is more complete than ever and our prices and terms to dealers are more favorable than ever before. Ask for our bicycle catalogue "B" and the best agency terms.

Also Manufacturers of Pierce Vibrationless Motorcycles.

The Pierce Cycle Company

BUFFALO, N. Y.

Pacific Coast Branch—Oakland, Cal.

STOP!

further investigation and act upon our exceptional offer. The superb

HAVERFORD 1912 BIG FOUR MOTORCYCLE

including **Bosch High Tension Magneto and Schebler Model "H" Carburetor** and such features as these: long stroke 4 h. p. upright engine, aluminum crankcase, leaf spring truss fork, 28-inch studded tires, Persons "Champion" motor seat, "Rough Rider" grips, automatic stand and speed of 55 miles an hour, all for

$175.00

Don't waste a minute, send in for our proposition. The HAVERFORD sells in your territory for $175 f.o.b. Philadelphia, and is in great demand in every locality where demonstrated. We are closing with Agents and the best riders in all localities. Splendid opportunity. Make the most of it by sending for facts now.

THE HAVERFORD CYCLE CO.

826-827-829 Arch Street, PHILADELPHIA, PA.

BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.

Goodyears—The World's Most Desirable Motorcycle Tires

Hold All World's Records for Speed and Endurance



Hold Contracts From All Leading Motorcycle Manufacturers for 1912 Output

Here are the 5 great tires. Here are the 12 leading motorcycle manufacturers who have recognized Goodyear superiority and made contracts for Goodyear Motorcycle Tires.

Render Most Service—That Is Why

Goodyear Motorcycle Tires are stronger, more enduring and speedier than any other motorcycle tires manufactured. They render greatest service.

Motorcycles with Goodyear Tire equipment also render greater service. This is why successful manufacturers **specify** them—why successful riders **demand** them.

Motorcycle tires, with treads as thick as Goodyears, are not built. Nor are tires made of better rubber and fabric of greater tensile strength. As a result they are tougher—more enduring. We **know** it because we test them by the side of all other tires.

There's a perfect tire for every road condition in the big Goodyear Line of Motorcycle Tires.

The tires are **made** perfect by the world's greatest auto tire experts—men whose crowning achievement is The Goodyear No-Rim-Cut, today's most popular Auto Tire. The same enduring service given by these premier Auto Tires is also given by these premier Motorcycle Tires. Yet Goodyear Motorcycle Tires cost no more than other standard makes.

GOODYEAR
Motorcycle Tires

Cater to the **best interests** of your **trade.** Secure the **most** for your **tire**-money. Specify one of

The Five Big Tires

1. Goodyear Corrugated Tread Tires—For the average give and take road.

2. Goodyear Studded Tread Tires—For mud, sand, snow and ice travel.

3. Goodyear Non-Skid Tires—For use on slippery pavements.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

These tires are fully described in our handsome booklet on MOTORCYCLE TIRES. Send for it at once.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

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We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, November 18, 1911. No. 9

EXCELSIOR SALE CONSUMATED

Schwinn Takes Control — Reorganizing Factory Management—Output to Be Doubled—Kirk and Robie Stay.

The sale of the Excelsior Motor & Mfg. Co. to Ignatz Schwinn, president of the Arnold, Schwinn Co., of Chicago, was consummated on Wednesday night of this week, at which time the checks and contracts were executed and passed. The new organization has applied for a charter and the personnel will be announced later. The price paid by Mr. Schwinn is approximately $150,000, and the lease on the property is arranged for three years with an option for an unexpired term of 18 years. Mr. Schwinn states that the new company will maintain and improve the high standard of Excelsior motorcycles and that the output will be doubled, probably from twelve to fifteen thousand machines manufactured during the coming year of the 4 horsepower magneto belt drive, the 6 horsepower belt drive and the 7 horsepower chain drive models. It is understood that H. N. Kirk will remain as sales manager and F. C. Robie will remain with the company. The factory management will be reorganized and it is stated that there will be a few mechanical changes and possibly a change in price.

Date Set for Trade Meeting.

The regular winter joint meeting of the Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association and the Jobbers' Association will be held on Thursday, January 11th, at the Hotel Astor, New York. On Wednesday, January 10th, at 2 P. M., there will be a meeting of the Executive Committee of the Jobbers' Association and also a meeting of the joint committee on jobbers' list, composed of both the Cycle Jobbers' and the Cycle Parts & Accessories Association. Immediately following these meetings, there will be a luncheon tendered to the Jobbers', Bicycle & Motorcycle Manufacturers' and the Cycle Parts Associations at the Hotel Astor.

Space Alloted for Garden Show.

The space allotment in the 12th annual automobile show, to take place at Madison Square Garden, January 6th-20th, has been completed, and the following exhibitors will be seen in the motorcycle section, which is in the balcony on the 27th street side, during the first week. The numbers indicate the space allotted, which can be found on the diagram shown on another page.

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Dunn Now on Hendee Staff.

D. E. Dunn, formerly a New England traveler for the Goodyear Tire & Rubber Co., Akron, O., now is on the selling staff of the Hendee Mfg. Co., Springfield, Mass.

MERKEL TO HAVE CHAIN DRIVE

Adopted for 1912 Models—Four Models Offered in Three Motor Sizes and Two Types of Frame—Prices Reduced.

For the first time in their history, Merkel stock motorcycles will have chain drive on the 1912 models. This "state secret" became public property this week with the announcement of the Miami Cycle & Mfg. Co., Middletown, O., of what it will offer for next year under the Merkel banner. The V belt drive, of course, will be retained, the two forms of transmission being optional on all models. By no means is this all of the new things that will stand forth in reflected glory on the "yellow fellows."

There will be four models, in three motor sizes, and in two types of frame. The new prices also are highly interesting. The complete line is as follows. Four horsepower single, with rigid frame, $200; four-horsepower single, with spring frame, $225; six-horsepower twin, with spring frame, $250; seven horsepower twin, with spring frame, $275. All models will be fitted with a free engine clutch and Bosch magneto at list price, but the rigid frame will be offered only on the four-horsepower single. There will be no battery models, this being the second year of magneto ignition exclusively for the Merkel.

Foremost of the new features is, of course, the adoption of the chain drive. Its adoption by such a leading maker, who heretofore has kept aloof from it, save on his racing machines, gives further convincing evidence of the slow but sure return to favor which this form of drive is achieving in this country. In the Merkel

the chain transmission is applied in the standard accepted form in this country, viz., double chains with countershaft reduction. The short chain is protected by a guard. On the countershaft is mounted an original form of compensating sprocket to absorb all unevenness in the power flow from the motor before it reaches the rear tire. Imported Renold chains, which are noted for their long life, will be used exclusively.

In connection with the use of the chain drive on a spring frame motorcycle, in which field the Merkel has blazed the way, there is an erroneous impression, quite generally existent, that such construction is attended by difficulties in keeping the chains from binding, on account of the contracting and expanding action of the spring frame on rough roads. It clearly is apparent that there is no change between sprocket centers on the short chain, for the motor shaft and countershaft always are in fixed relation to each other.

Similarly, the movement which occurs between the countershaft and rear axle might be likened to the swing of a clock pendulum, in that the radius between centers does not change, although the horizontal relation of the rear axle to the countershaft is changed in passing over a rise or depression. Just as a clock pendulum might have circumferential travel round any part of a circle, so the rear axle and stays of a spring frame machine may have an unlimited amount of travel either up or down, without altering the distance between centers. Thus there is no cramping or slackening of chains. The same reasoning applies to a belt drive.

On all spring frame models there has been incorporated a new shock-absorbing device, which is placed in the hanger bracket, where the lower rear stays are hinged. This shock absorber is of the friction disc type, which has proved highly successful on motor cars for checking the rebound of the springs. The friction discs are brass, and the amount of friction may be regulated by an adjusting nut. As a logical and desirable evolution of the spring frame principle, a new spring tandem attachment has been designed. This will be listed as an extra.

The clutches are mounted on the motor shafts on all models, but naturally the chain drive clutches are more compact by reason of the small driving sprocket required. Nine steel discs of large area, engaging directly, without any friction lining, form the driving mechanism of the clutches. The discs are engaged and disengaged by a worm, which in turn is actuated from the left handlebar through a Bowden wire line. Pressure is applied to the clutch discs by six compression springs.

On the belt drive models, V leather belts will be used as heretofore, but a standard size of 1¼ inches has been adopted for the entire line. Another of the important new features is a carbureter of Merkel design. It has a metal float, independent high and low speed adjustments, and a new form of spray nozzle.

In the motors the changes are very slight and of an extremely minor nature. Ball bearings are continued throughout the motors, this feature also being exclusive with Merkel. On the twins double ball races are fitted to the "big ends" of the connecting rods. Imported ball bearings are used. The cylinder sizes remain unchanged, and the piston displacement continues as heretofore, viz., four horsepower, 30.43 cubic inches; six horsepower, 53.92 cubic inches; seven horsepower, 60.86 cubic inches.

Such time-tried Merkel features as integral cylinders and heads, automatic inlet valves, "more speed, more oil" system of lubrication, big internal expanding brake, double trussed loop frame, trussed spring fork, double stem rigid handlebars and seamless brass fuel tanks all are retained, unchanged. In fact, it is noticeable that the only feature heretofore used which has undergone complete revision is the carbureter, the company "standing pat" on all other standards used in the past. In defense of the lower prices is advanced the fundamental manufacturing axiom of increased facilities and output making possible lower production costs. Quality standards will, it is emphasized strongly, be maintained.

Bosch Detroit Branch in New Home.

Offering increased facilities for taking care of its customers, the Detroit (Mich.) branch of the Bosch Magneto Co., of New York City, now is installed in its new home at 1250-1252 Woodward avenue. Recently completed, the building is of brick and terra-cotta construction, with large glass front, and stands on a plot 190 feet deep. The front of the building is devoted to salesrooms, in the rear of which is a well-equipped laboratory and repair shop, and, further back, a spacious garage. Coincident with the increased facilities, the staff also has been doubled. Manager M. Tost continues in charge.

Tucker to Carry Stock in Chicago.

For the greater convenience of the Western jobbing trade the Tucker Wood Work Co., of Sidney, O., has leased a warehouse in Chicago, where there will be carried at all times a full stock of the Tucker wood rims. The distribution of the rims in Chicago and vicinity will be cared for by the Chicago Cycle Supply Co., which has been coming fast in the Western jobbing field, and which about the first of the year will remove from its present location on North Clark street to Lake street, where the company will obtain room for expansion.

Flanders Placed in Brooklyn and Newark.

The Sun Motor & Supply Co., New York distributors for the Flanders "4," announces that the Central Motorcycle Co., of which Herbert E. Hillyer is the manager, has opened a store at 1220 Bedford avenue, Brooklyn, and has taken the Flanders agency for that part of Brooklyn lying south of Sands street and Flushing avenue and west of Nostrand and Ocean avenues. Charles Krebs, well known as a cycle dealer at 51 William street, Newark, N. J., for the past 12 years, has taken the agency for the entire Essex County, N. J.

Drouhards Emigrate to Wichita.

Drouhard Bros., located in the prosperous farming community of Danville, Kans., have spread out. There were originally five brothers in the business there, all more or less interested. The field, however, was not quite large enough for their combined efforts, so, commencing November 1st, Peter and August Drouhard opened a store at Wichita, Kans., and will handle Harley-Davidson motorcycles exclusively.

"Mitchel" Still Good Enough for Arthur.

In the advertisement of the United States Tire Co. appearing in last week's issue of The Bicycling World and Motorcycle Review, through inadvertence the name Arthur "Miller" was used instead of Arthur Mitchel. An excellent photograph of Mitchel appeared in the advertisement, and because of this, to all who know him the typographical error was apparent and taken as such.

Hendee Warns Against Impostor "Neff."

A party giving the name of Harry A. Neff and claiming to be "chief engineer" or some other employee of the Hendee Manufacturing Co., has been obtaining money in the Middle West by having worthless checks cashed. There is no such person in the employ of the Hendee company and dealers and riders are warned against him.

Peavey Changes Address But Not Tires.

R. A. Peavey desires to correct the impression from an article recently published that he has resigned entirely from the United States Tire Co. He did resign from the St. Louis branch of the company, but is now manager of the Dallas, Tex., branch, which controls Texas, Louisiana, Mississippi and a part of Alabama.

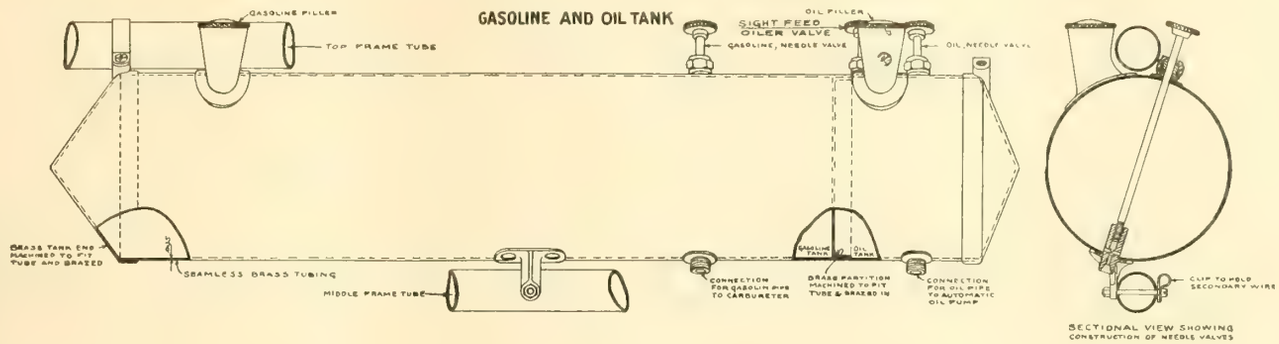
Hartford Motorcyclist Sued by Peddler.

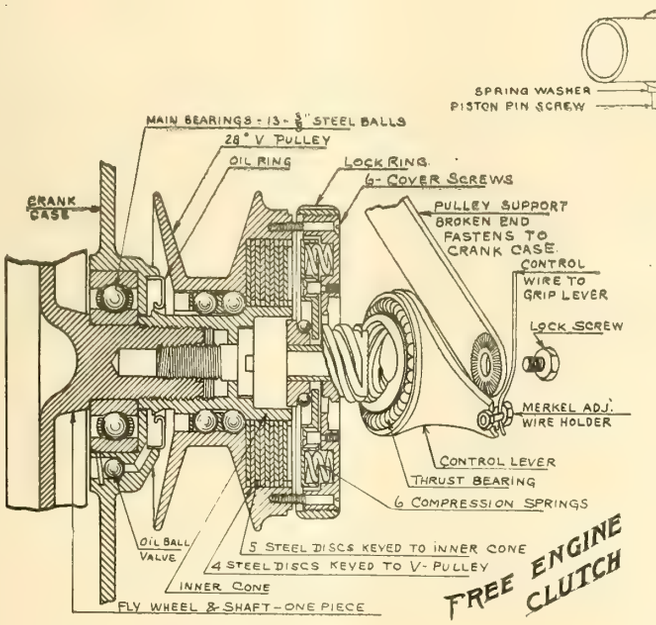
Frank Meunier, a motorcyclist of Hartford, Conn., has been sued for treble damages for personal injuries, injuries to horse and wagon, and loss of trade and custom, by Aaron Korezy, a peddler. Korezy alleges that Meunier ran into his outfit, and wants financial balm on three counts.

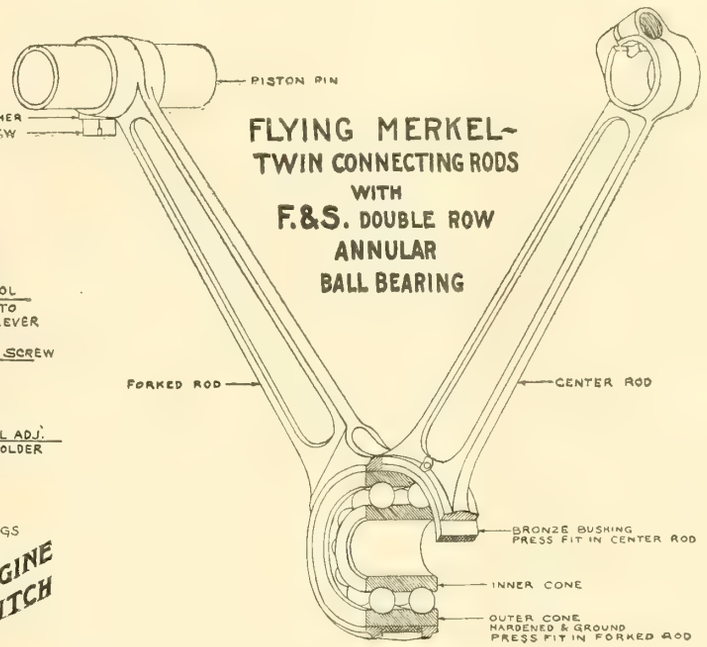
Gets Pope Sub-Agency in Cleveland.

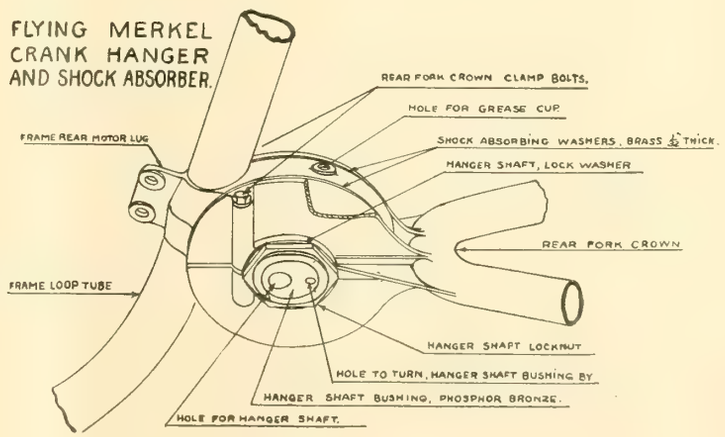
Arthur J. Herman, 2945 West Twenty-fifth street, Cleveland, O., has been appointed sub-agent for Pope motorcycles by Vincent Bros., local distributers. His territory will comprise the south and west sides of the city.

SOME OF THE 1912 FLYING MERKEL FEATURES









1912 M. M. IN FOUR NEW MODELS

Big Single and Twin the Leaders—Two Singles Listed at Sensational Figures.

Four models, three singles and a twin, offering greater power as well as numerous minor refinements, at attractive prices, comprise the 1912 line of M. M. motorcycles, which the builders, the American Motor Co., Brockton, Mass., will market. In keeping with the policy of other manufacturers, the makers of the M. M. have reduced prices, but in this instance the reduction has gone lower than that quoted for any other 1912 motorcycle. However, the makers announce their intention of concentrating their manufacturing and selling abilities on their higher-priced models.

In the order of their size and price the new models are as follows: Eight-horsepower twin, $275; four-and-one-half-horsepower single, $200; four-horsepower magneto special, $160; four-horsepower battery special, $140. All except the lowest-priced machine will be offered with magneto only. Flat belt will be regular equipment on all models, and will be accompanied by a hand idler. V belt will be optional on all models, and will be furnished with an adjustable pulley. The M. M. free engine clutch of the expanding band type is offered at $15 extra, on V belt models with vertical engines.

Designated as the leader of the line, the four-and-one-half-horsepower single, officially termed the "Four-Fifty" because of its power rating, shows several changes over its predecessor. The bore remains at 3 inches, but the stroke has been lengthened to four inches, warranting the increased rating, and also qualifying for the long-stroke motor class, now gaining in popularity. Twenty-six-inch wheels will be regular equipment, with 28-inch offered for $10 extra

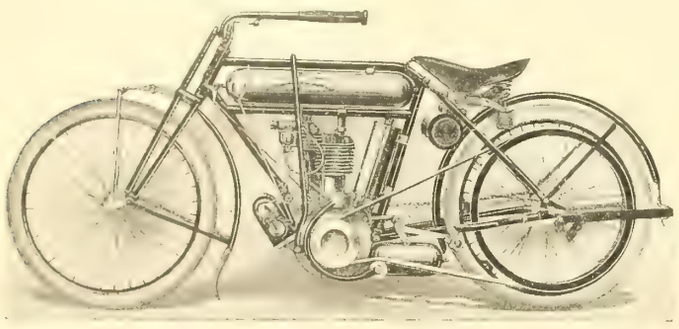
A new Schebler carbureter especially adapted to this model, priming cocks on the cylinders and flat belt and hand idler as regular transmission, comprise the individual new features on the twin. Twenty-six-inch wheels remain as standard equipment, with 28-inch listed at $10 extra.

On the four-horsepower magneto special the most important change is the driving of the Bosch magneto by a train of gears, instead of enclosed chain. The battery model is a twin brother of the magneto special, differing only in the type of ignition equipment.

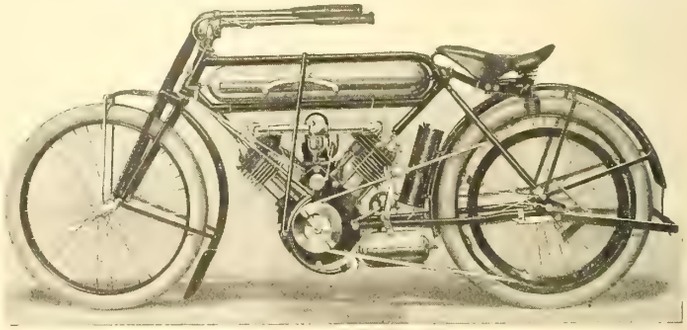
In addition to the improvements cited, and applying to particular models, there also are a batch of refinements common to all models, such as lower saddle position, obtained by a special drop forged goose neck seat post cluster in combination with a special form of cavalry saddle having an extreme drop, lower, wider and longer handlebars, longer cylinders and pistons, with four rings instead of two as heretofore, more front tire clearance, longer fork spring uprights and heavier spring leaves, drop forged lower fork side rocker plates, with wider and hardened bearing, and drop forged one-piece flywheels and main shafts. Vanadium steel now is used in the fork spring leaves, and a vanadium iron alloy in the cylinder casting.

General specifications of the twin and big single are as follows: Twin—56-inch wheelbase; 2½-inch tires, 28 inches from saddle to ground; fuel capacity, seven quarts gasoline, three pints oil; hand pump lubrication; 1¾-inch flat belt; four to one gear; Mesinger cavalry saddle; red finish with nickel trimmings. Single—54-inch wheelbase; 2¼-inch tires; 29 inches from saddle to ground; fuel capacity, six quarts gasoline, three pints oil; hand pump lubrication; 1¾-inch flat belt; five to one gear; Mesinger cavalry saddle; red finish.
Mesinger cavalry saddle; red finish. The general equipment on all models includes Schebler carbureter, New Departure coaster brake, Standard pedals, Bosch magneto and Rough Rider grips.

Features peculiar to the M. M., such as the 90-degree cylinders with eccentric magneto drive on the twin, roller bearing main and crank shafts on the big single, and on all models seamless brass fuel tanks with central two-point suspension, bell crank grip control, automatic stand and large muffler, all remain unchanged. A leather tool box will be regular equipment on the twin, and singles will have metal boxes.



THE 1912 M. M. "FOUR-FIFTY"



THE 1912 M. M. 8 H. P.

ADDITION TO MOTORCYCLE FAMILY

Detroit Company Newly Incorporated to Manufacture the Bi-Car—Prominent Men Among Officers.

Every motorcycle heretofore built has embodied some features common to automobiles, but it has remained for the Detroit Bi-Car Co., Detroit, Mich., to deviate farthest from the beaten path of motorcycle design, and copy automobile construction in so far as it is practicable to apply it to a single-track two-wheel vehicle in the Bi-Car, which will be built in three models. As its name indicates, the Bi-Car is a combination of motorcycle and automobile design, in an attempt to construct a two-wheel vehicle embracing many desirable features of the automobile.

Described in moving-picture fashion, this newcomer in the motorcycle field employs a pressed steel frame, four-cylinder, four-cycle, air-cooled motor, enclosed shaft drive, full elliptic spring, individual clutch gearset, 30-inch wheels, automobile seat and motor hood. In fact, the bicycle type of construction is abandoned, in so far as it is possible to do so in a two-wheel machine. The Bi-Car will be built with single seat, with two seats arranged in tandem, and as a single-seat delivery van with package compartment.

Mechanically the Bi-Car is highly interesting throughout, and presents several original applications of automobile and motorcycle propelling units. Rated at seven horsepower under the A. L. A. M. formula, the motor is "square," or, in other words, the bore and stroke are equal, viz., 2¼ inches. The motor is set low and longitudinally in the dropped frame, and is cooled by forced draft, induced by surrounding the engine with a hood, flared in front to scoop in the air and conduct it past the cylinders with a funnel exhaust effect, thus giving strong suction and cooling. This induced or forced draft is claimed to give better cooling than would a natural air circulation among exposed cylinders.

In the right side of the hood, just below the operator's seat, there is a small opening

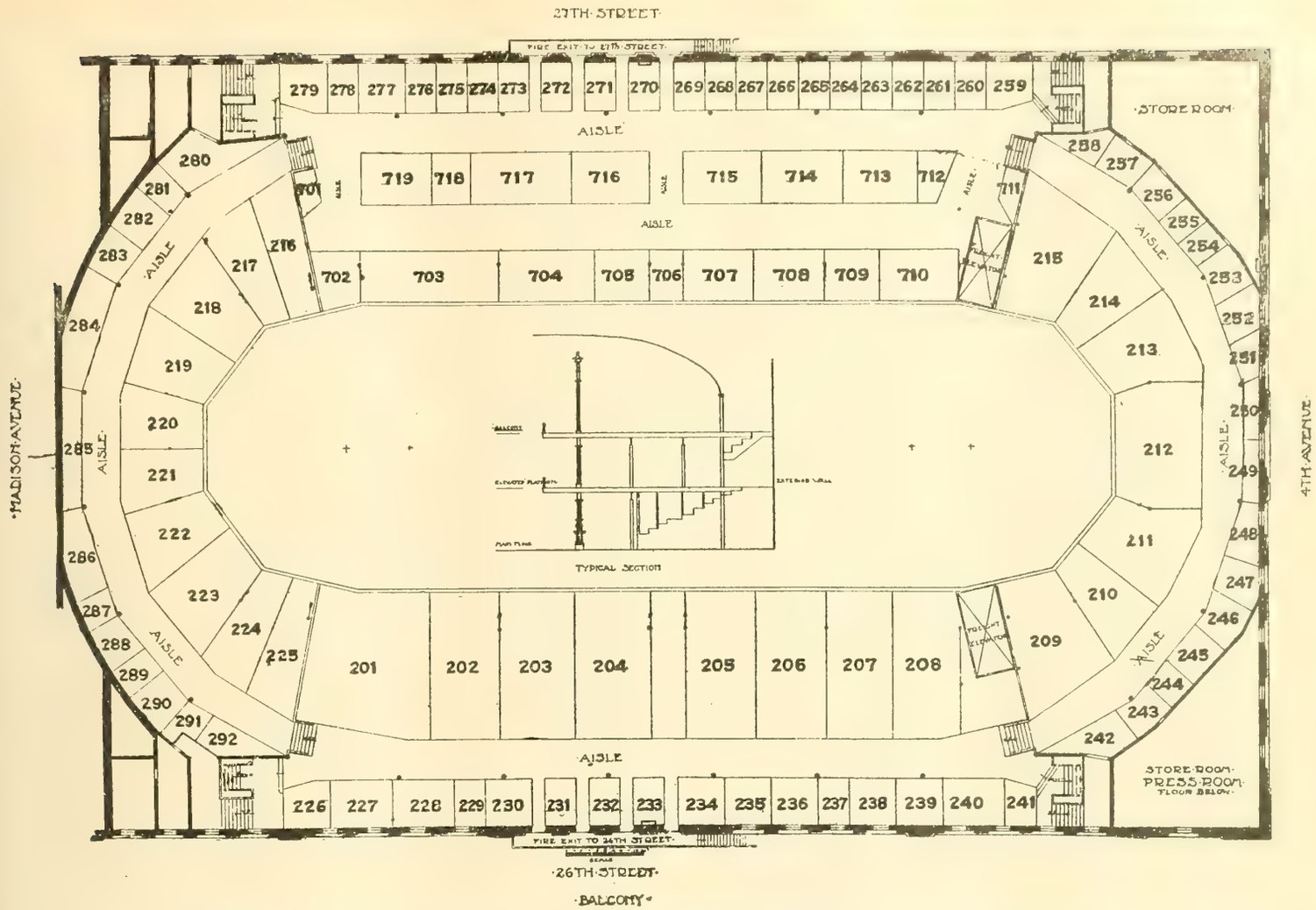


DIAGRAM SHOWING MOTORCYCLE SECTION OF MADISON SQUARE GARDEN SHOW, JANUARY 6-13

where the carbureter protrudes, rendering this important device easily accessible for adjustment. Magneto ignition is used. A permanently attached starting crank on the right side of the machine, back of the operator's seat, provides an easy method of starting the motor. Although no muffler cut-out is fitted, the machine is said to be very quiet, and yet easily able to show a speed of 60 miles. However, still further steps to secure even greater silence will be taken, it is said, as extreme quietness is deemed of prime importance.

On the right side of the operator's seat is the change gear lever. Moving the lever forward as far as it will go engages the high speed clutch, and moving it to the extreme rear engages the low speed clutch. The center position is neutral. Both clutches are spring pressed out of engagement, and are held in engagement by pawls in the lever engaging with teeth in a quadrant at the side of the seat. These pawls are released by pressure on a button in the top of the lever, so that when the button is depressed the lever automatically jumps to neutral position through the action of the disengaging springs in the clutches.

For the final drive a shaft with universal joints is employed, transmitting motion to an enclosed bevel pinion and large gear on the rear hub. This final drive is applied on the left side of the machine.

In the frame design there is much of interest. The two main members are of pressed channel steel, "upswept" at both ends in accordance with latest automobile practice. The stock is one-eighth inch thick, two inches deep and one inch lips, the sides tapering to 1¼ inches in width at the ends. The ends of the frame are carried on the tops of the supporting springs, while the central section is dropped considerably below the wheel centers, giving an "underslung" effect and tending to make the machine more stable and to hug the road better.

In front the frame members are supported by coil springs, and at the rear on full elliptics. At the point opposite the back of the front wheel the frame members are chambered outward to provide turning range for the wheel. The entire frame structure is attached to the axles through compound forks straddling the wheels, the method of suspension being the same both front and rear.

To explain the front suspension it first is necessary to take up the front axle construction. Here again radicalism in design is rampant. The hub substantially is in two parts. An internal hub which does not revolve is pivoted to the center of the front axle, the latter passing through the hub, which is free to oscillate only on its center bearing. The external hub revolves on ball bearings around the internal hub.

The axle is fixed securely to the front ends of two radius rods underneath the frame members, and is held in horizontal alignment with the machine by the rods. A compound fork straddles the front wheel, and is attached at its lower end to the internal hub. A yoke is attached to the forward ends of the frame members, and is held in position by a bent tube member, running from its head to a cross member of the frame back of the wheel. The head end of the fork passes through the head of the yoke, and thus is held in true alignment with it, thereby being free to play up and down through the action of the front coil springs, since the hub is connected rigidly to the frame, and the fork likewise connected rigidly to the hub of the wheel.

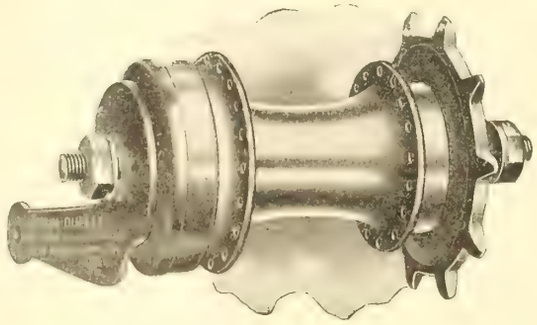
In addition to steering the front wheel the fork also holds the wheel in alignment with the frame, preventing unequal compression of the front springs. The same

(Continued on page 390)

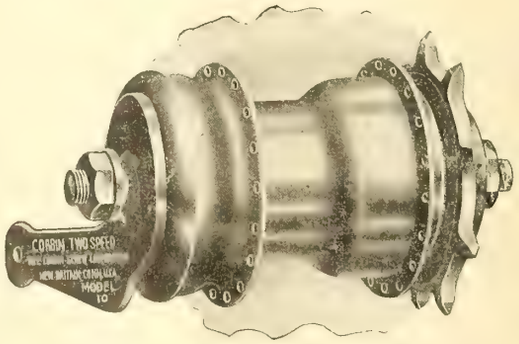
THE CORBIN SCREW CORP
CORBIN
NEW BRITAIN, CONN., U.S.A.

¶ Chief of the reasons why there will be no change in Corbin duplex coaster brakes and Corbin two-speed coaster brakes for bicycles for 1912 is that all the "1912 improvements" were put in a long time ago and have been in ever since. No one that we have found has been able even to suggest further improvements.

¶ Therefore, for bicycles the 1912 Corbin offerings are:



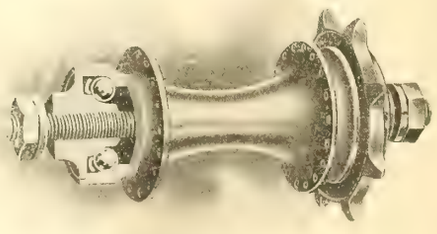
Corbin Duplex Coaster Brake



Corbin Two-Speed Coaster Brake



Corbin Front Hub



Corbin Rear Hub

THE CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

PUBLISHED EVERY SATURDAY BY
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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 18, 1911.

Make the Cash Register Ring.

Comparatively few dealers recognize the value of their show windows to them as their best advertisement next to a regular advertisement in the newspapers. Many windows may be seen that are used simply as a storage place for stock, often even wrapped and piled up promiscously in the window. Often the window is not clean itself; is not lighted up properly and instead of being a good advertising feature is made the worst kind of a recommendation for the dealer. The merchants in other trades are waking up to the value of the window display more and more every day and many of them are paying expert window dressers extravagant salaries simply to make their windows attractive. A dirty, ill-lighted window that is used more as a storage place than anything else gives the impression to the general public today that the proprietor of the store is just as careless in his work as he is in keeping his window. Dust covered "junk" is a poor advertisement.

There are merchants in many trades, that because of the peculiar style of their goods, may have difficulty in making an attractive window display, but a bicycle and motorcycle dealer has the opportunity with his stock to make a most attractive showing. Now that the Christmas season is coming on, the time is particularly propitious for the dealer to give particular thought to the window. Next to the newspaper advertising the window can be made the greatest possible aid to sales. Illustrations will be shown from time to time in these columns with suggestions for window displays from now until Christmas.

The first and most important thing to consider, of course, is the base—the floor or platform covering. As the predominating colors at Christmastide are red and green these should be the main colors in the window. A green cloth or holly leaves would make a good base. The main feature, of course, should be a bicycle or motorcycle—one in each window if you have two—and accessories spread in an attractive manner around the machine, with holly or laurel intertwined and centered in the wheel. At night the window could be illuminated by bicycle and motorcycle lamps. An attractive sign here and there, with a suggestion for a Christmas gift, would go well.

Among the thousands of cyclists throughout the United States every one of them needs some accessory that the dealer can supply. In each case probably the relatives and friends are puzzling just what to give for a Christmas gift. The suggestion through a newspaper advertisement of some bicycle or motorcycle accessory, and then backed up by an attractive display in the show window, will no doubt be just what these people want and settle the perplexing question or them, at the same time making the dealer's cash register ring with the welcome note of another "well-worth" sale made.

This is particularly so with the juvenile trade. Every parent is beginning to puzzle just about now as to what to give Johnny or Susie for Christmas. The children are just that age when they are too old for toys and yet too young for the more sedate gifts of grown-ups. Perhaps Johnny or Susie hasn't been as well as he or she might have been the last few months. Perhaps they haven't had enough fresh air—been studying too hard. The mother and father are up a tree. They cannot think what would be a suitable gift and one that would gladden their hearts. Nine chances out of ten they would never think of a bicycle unless the seed of desire had been planted in the childrens' hearts previously and they had expressed the wish. But father or mother picks up the evening paper. They see a bicycle attractively advertised. "Why, that would be just the thing," they say, "Johnny or Susie by taking a good ride every day can get plenty of good, healthy exercise and fresh air. Let's go down to John Jones's bicycle store tonight and see what he has." And there the finishing touch reaches them with an attractive window display and the problem is solved, while John Jones's cash register rings again.

Perhaps Johnny and Susie already have bicycles or Big Brother has a motorcycle. But they need many accessories, and "it's the same thing over again." They see advertised a lamp or a cyclometer or a speedometer, or a pair of tires, or a saddle, or a sweater, or a—well, we could go on enumerating through the list. Then they go to the store and see the well lighted, well trimmed window, with these various accessories displayed, and—John Jones's cash register rings again. And this is not all. While these people are looking for others they may get the bicycle and motorcycle desire germ themselves, and then John Jones's cash register will ring some more—and a good big ring this time.

Mr. Dealer, because the winter season is here don't sit back and say "the hard times are here, a bicycle or motorcycle dealer can't make any money in the winter time." Just get a move on. Clean up your store and window. Fix up a good display in the window. Take a four or five inch space in your local paper daily from now until Christmas. Put in that space a well written advertisement. If you haven't got the idea for good ads get some one who has to do it for you. Then instead of getting rusty from misuse your cash register will be more likely to wear out from so much use and you will buy a bigger and better one in the spring. Don't let the ideas of 1800 stay in your head another minute. Live with the ideas of today—the twentieth century—and carry on your business by twentieth century methods. Try it out and then tell us about it afterward, so that some other dealer in another city may learn from your experience. Send us photos of your display.

ADDITION TO MOTORCYCLE FAMILY

(Continued from page 387)

fork and yoke construction is used in the rear wheel, the fork being attached to the axle and the yoke to the rear ends of the frame. Radius rods also are provided to hold the rear wheel in horizontal alignment.

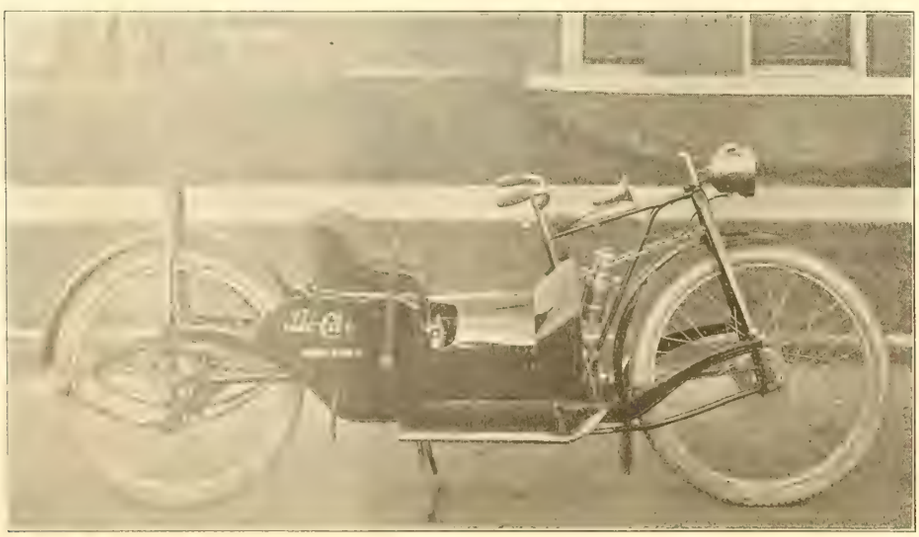
Motor control is versed in grip-operated Bowden cables. The change gear lever is operated by the right hand, and the band brake by a pedal on the right foot board. In the single passenger model an auxiliary steering post with regulation handlebar and tandem steering gear is coupled to the front fork to give steering control. In the tandem model this auxiliary post is removed, and the handlebars are inserted in the fork, leaving room forward for the placing of an additional seat.

Despite the 30-inch wheels, an extremely low riding position is obtained through the dropped frame. The seat is 24 inches from the ground, and is of the bucket type, with smooth upholstering, to make riding as comfortable as possible. It is possible for a person of ordinary stature to sit in the seat and place his feet on the ground. Low center of gravity also has a tendency to counteract skidding. The wheelbase is 68 inches, and the weight not much more than that of a big twin of equal power.

Accessibility has not been overlooked in the design, and provision is made for extremely quick demounting of either wheel for tire changes. The front wheel is removed by loosening four small bolts, when the wheel drops out without disturbing any other adjustments. By removing the nut on the rear axle and withdrawing the axle the rear wheel is freed.

Ordinarily there is little of interest in stand construction, but here again the exception is the rule. A very sturdy automatic stand is attached to the frame under the seat, being located just about in the center of gravity of the machine, so that if either wheel is removed the machine will stand without a jack or other support to replace the missing wheel. The stand does not raise either wheel from the ground, and the machine is perfectly balanced with either wheel dismounted.

In starting the machine the engine first is cranked, with the change gear lever in neutral, of course. The machine then is moved forward about six inches, when the stand automatically flies up against the frame. The operator then takes his seat, accelerates the motor, throws in the low speed clutch, and the machine takes on momentum, the step up to high speed being made after sufficient momentum has been attained.

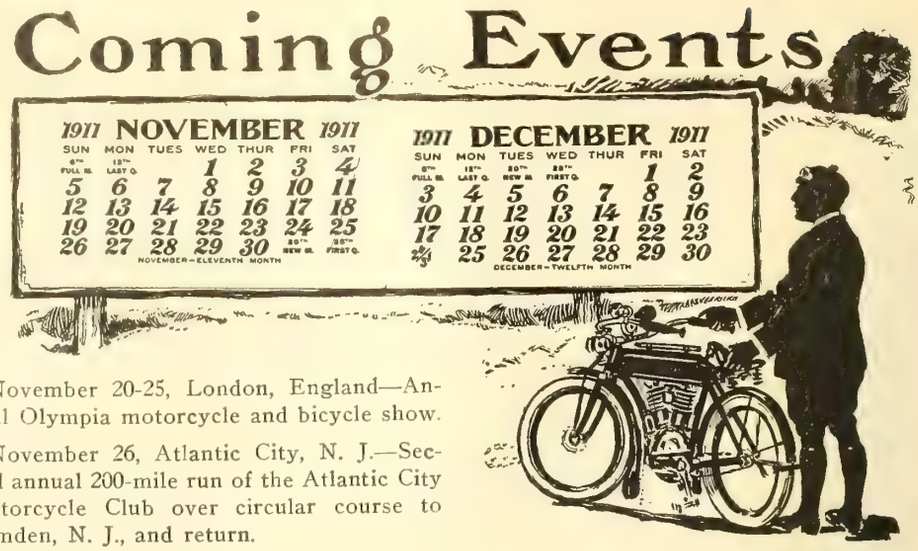


THE NEW BI-CAR

Capitalized at $10,000, the Detroit Bi-Car Co. is composed of practical business men well versed in manufacturing. The officers are: J. J. Chapin, president; Alfred Roseroot, vice-president; J. J. Berkery, secretary; Frank Gorman, treasurer. Chapin formerly was connected with the Burroughs Adding Machine Co., and the Bi-Car represents three years of effort which he has devoted to its creation. Roseroot is identified with large brewing interests, so that the men back of the new enterprise are well supplied with capital.

Offices have been established in the Hodges building, and a temporary factory located at Greenwood and Baltimore avenues. The company plans to erect its own plant later. Production will be begun at once, and the output for the first year is expected to be 1,000 machines. Deliveries are promised for March 1st, and while no definite price yet has been fixed, it probably will be in the neighborhood of $300.

Coming Events



November 20-25, London, England—Annual Olympia motorcycle and bicycle show.

November 26, Atlantic City, N. J.—Second annual 200-mile run of the Atlantic City Motorcycle Club over circular course to Camden, N. J., and return.

November 30, San Antonio, Tex—San Antonio Motorcycle Club race meet.

November 30, Baltimore, Md.—Maryland Motorcycle Club race meet at Electric Park.

November 30, Jacksonville, Fla.—Jacksonville Motorcycle Club race meet at Moncrief Park.

November 30, Redlands, Cal.—Redlands Motorcycle Club race meet at Association Park mile dirt track.

November 30, New York City—First preparatory unpaced 25 miles handicap road race under the management of the American Olympic Bicycle Race Committee and the auspices of the United Cyclists.

December 8, New York City—Annual ball of the Cotham Cycle Club at Apollo Hall, 126 Clinton street.

December 11-16, New York City, N. Y.—Madison Square Garden—Nineteenth annual international six days' professional bicycle race.

December 16, Brooklyn, N. Y.—First annual smoker-stag of the Atlas Bicycle Club at Stoetzer's Hall, 1213 Fulton street.

December 31, Brooklyn, N. Y.—Annual New Year's Eve midnight scorch from Bedford Rest to Coney Island and return.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

WORTH CROWING ABOUT!



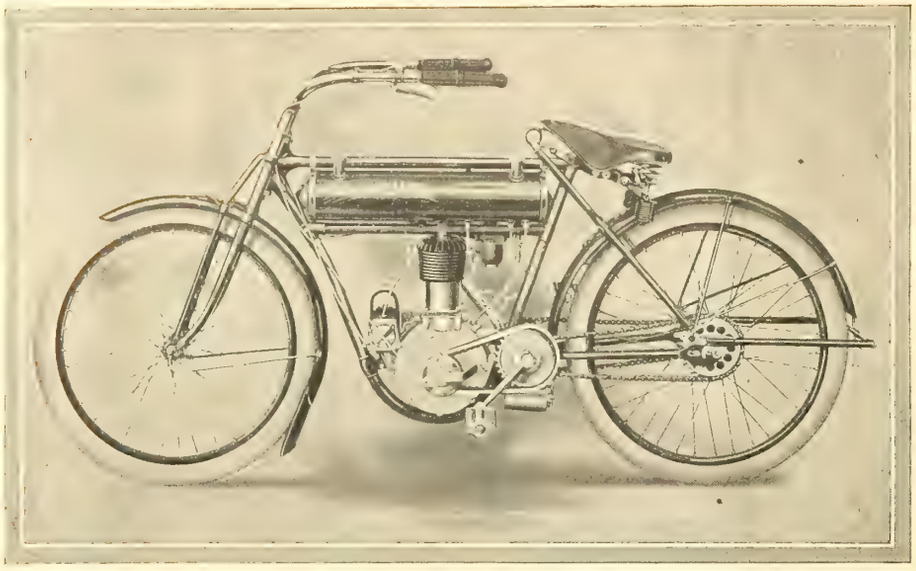
1912 ANNOUNCEMENT of

THE FLYING MERKEL

REALIZING that "The Flying Merkel" has reached the top notch of mechanical perfection, and earnestly believing in a large and growing future for the motorcycle, this Company, the largest manufacturers of high grade bicycles in existence, absorbed the Merkel-Light Motor Co., of Pottstown, Pa.

With bountiful financial resources and every manufacturing facility, we are in position to produce for 1912 a "Flying Merkel" that is in every respect greater in value and much less in price. The "Flying Merkel" of 1911 offered us but little opportunity for improvement other than some minor changes and refinements that make for greater comfort, convenience, economy of up-keep and ease of operation. Our unusually favorable manufacturing facilities, however, have enabled us to add a Free Engine Clutch as standard equipment, and to make the following remarkable prices:

Rigid Frame 4 H. P., Bosch Magneto, Free Engine, Belt or Chain	**$200**
Spring Frame 4 H. P., " " " " " " "	**$225**
Spring Frame 6 H. P., " " " " " " "	**$250**
Spring Frame 7 H. P., " " " " " " "	**$275**



THE NEW 1912 "FLYING MERKEL" SINGLE CYLINDER CHAIN DRIVE MODEL

1912 THE FLYING MERKEL 1912

POPULAR PRICES The secret of the "Flying Merkel" success in the past has been founded, first, on making a thoroughly good machine, and secondly, selling it at a fair price. Any one familiar with manufacturing, however, can readily understand that costs decrease as the output increases, and as the history of this company shows that it never does anything by halves, we have decided to manufacture "Flying Merkels" on a scale heretofore unknown and are thus enabled to greatly reduce the cost.

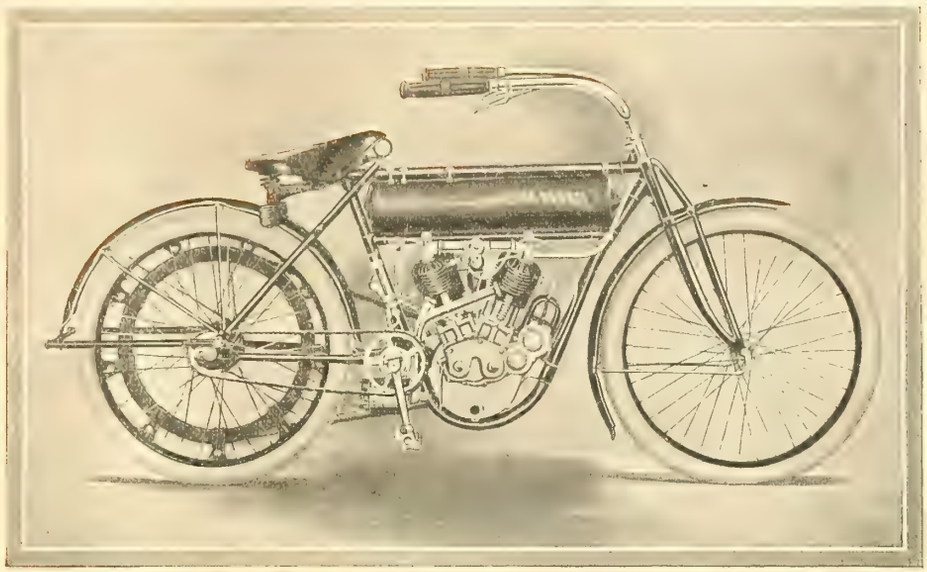
We have learned from experience that a certain class of riders, though perfectly willing to admit the superiority of the Spring Frame construction, are unable to meet the additional cost. To meet the wishes of this class of riders, we have, therefore, produced a new model, employing all of the well-known "Merkel" features, but without the Spring Frame, and offer this at the remarkable price of $200.

QUALITY MAINTAINED We wish to emphasize just as strongly as we possibly can that the lowering in price will not in any way affect the quality of the machine. It has taken us a number of years to reach our present high standing in the trade and our reputation is too valuable an asset to juggle with by putting out anything but a quality machine as before.

FULL BALL BEARING MOTOR This distinguishing "Merkel" feature will be continued in all models, and though certain manufacturers have at last reached a point where they use a limited number of ball bearings in their motor, the "Merkel" is the only motor made with complete ball bearings.

FREE ENGINE CLUTCH Our experience of the last season has convinced us that the modern motorcycle must have a Free Engine Clutch, and we shall, therefore, place it as part of the standard equipment on all machines.

HOW WE CAN AFFORD TO REDUCE PRICES We confess that it is somewhat of a revolutionary step to make the price reduction that we have done on all 1912 Models, but a company of this size must needs build for the future, and, judging from the history of the automobile industry, we are led to believe that, in the near future, it is those plants producing enormous outputs at popular prices that will prove the most profitable, and our position is such that we can build our plans with our eyes well riveted on the future. 'Tis true that, heretofore, we have never been able to manufacture "Flying Merkels" as fast as we could sell them, and the same would, undoubtedly, have held true during 1912, but this company has facilities



THE NEW 1912 "FLYING MERKEL" TWIN CYLINDER BELT DRIVE MODEL

and opportunities that the original manufacturers never dreamed of, so that we have thought it best to make a revolutionary price cut.

NO EXPERIMENTS In offering our 1912 Models to the favorable consideration of a critical Public, we call to your particular attention the completeness of our line —a four horsepower Single, a six horsepower Twin and a seven horsepower Twin in either V Belt or Chain Drive, all embodying in their construction as a standard equipment all of the latest up-to-date features. We offer no untried or experimental features at an additional cost. The discerning buyer who is looking for the best, after a careful analysis of the Motorcycle offerings for 1912, cannot fail to be impressed with the fact that he gets more for his money in "The Flying Merkel" than in any other machine on the market.

SPRING FRAME PATENTED Several motorcycle manufacturers have tried to imitate this distinctive Spring Frame and Spring Fork construction. A Spring Seat Post and various other make-shifts have made their appearance on the market, but these imitations only serve to emphasize the practical value of the genuine Spring Frame construction.

Mr. J. F. Merkel, who for a long time has been favorably known as a skilled motorcycle engineer, has probably spent more time along the lines of comfort in motorcycle construction than any other American designer. From the first he discarded anything in the nature of a Spring Seat Post as being impracticable. In 1903, he adopted our present Spring Frame type which has been in use ever since. The large and steady increasing sales for "The Flying Merkel" have, without doubt, proven the immensely superior advantages of this form of construction.

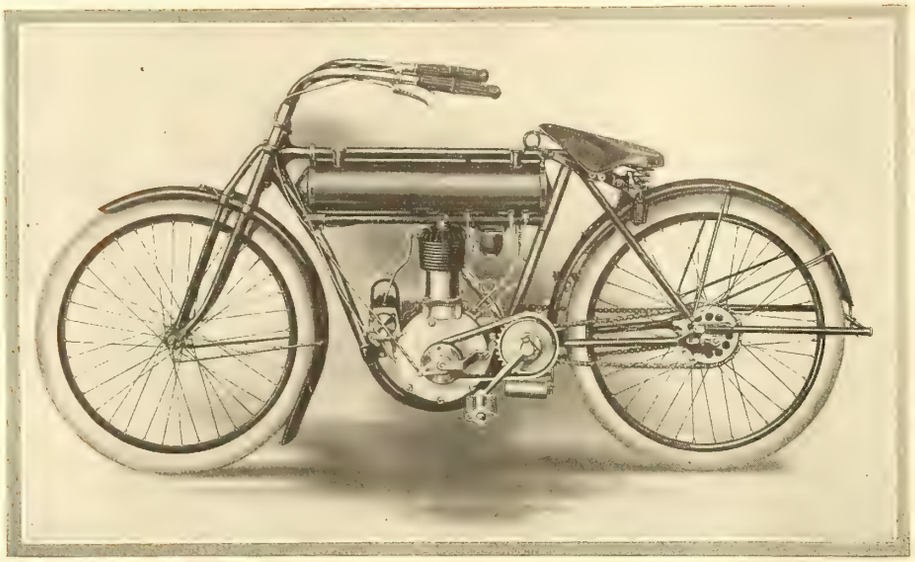
SHOCK ABSORBER Our Spring Frame construction for 1912 remains the same, with the added features of a shock absorbing device, which adds still further to the comfort of "The Flying Merkel." The shock absorber, having demonstrated its usefulness in automobile construction, has been adapted to motorcycle needs, the "Merkel" being the first and only machine using this device.

FREE ENGINE CLUTCH For 1912, all "Flying Merkel" models, both Belt and Chain Drive, will be furnished with a Free Engine Clutch as part of the standard equipment without extra charge. This Clutch is very simple in design and mechanism, has large clutch surface of the multiple disc pattern, is neat and compact, and is conveniently operated from the handlebar.

CHAIN DRIVE The Chain Drive model of "The Flying Merkel" will be equipped with a new style compensating Sprocket, doing away with all possible jerk from the engine. Imported Renold Chains will be used exclusively.

BELT DRIVE On "The Flying Merkel" Belt Drive models we shall use the same V Belt as used during the past season with such remarkable success, with the exception that in 1912 1¼-inch belts will be used on all models.

NEW CARBURETOR All Models are equipped with an entirely new design Merkel Carburetor. Metal float, independent adjustment for high and low speeds, new design spraying nozzle.



THE NEW 1912 "FLYING MERKEL" RIGID FRAME MODEL

Here are the 1912 PRICES of

THE FLYING MERKEL

Model "W-S"
RIGID FRAME
4 H. P. (30.43) Single Cylinder, V Belt or Renold Chain Drive, Bosch Magneto and Free Engine Clutch,
$200.00

Model "W-S"
SPRING FRAME
4 H. P. (30.43) Single Cylinder, Either Belt or Chain Drive, Bosch Magneto and Free Engine Clutch,
$225.00

Model "V"
SPRING FRAME
6 H. P. (53.92) Twin Cylinder, Either Belt or Chain Drive, Bosch Magneto and Free Engine Clutch,
$250.00

Model "V-S"
SPRING FRAME
7 H. P. (60.86) Twin Cylinder, Either Belt or Chain Drive, Bosch Magneto and Free Engine Clutch,
$275.00

1912 DELIVERIES

1912 Models of "The Flying Merkel" are now ready for delivery. This Company's past record is the best assurance of prompt and satisfactory service.

The Miami Cycle & Mfg. Co.

MIDDLETOWN, OHIO

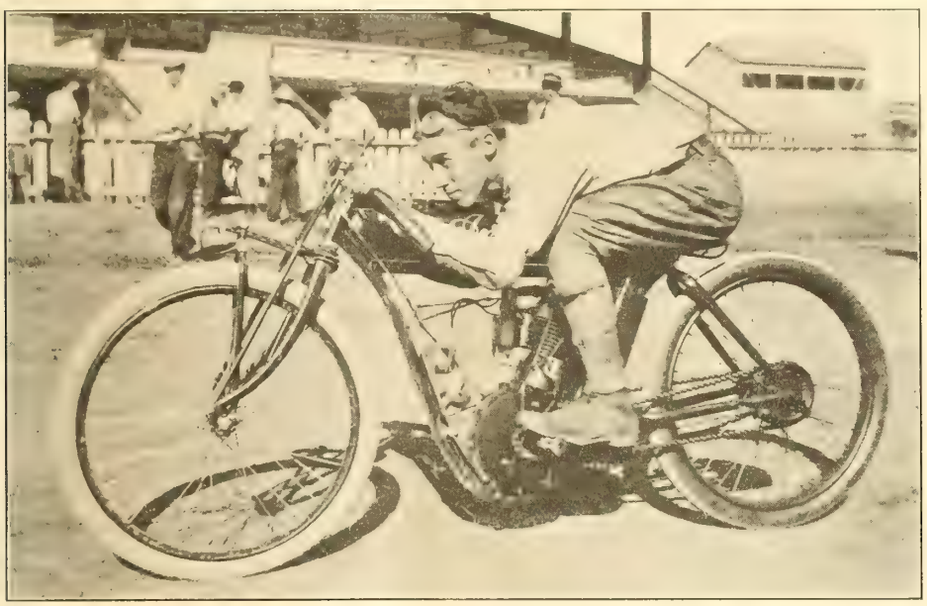
California Distributors, The Appeal Mfg. & Jobbing Co., Los Angeles.
Oregon and Western Washington, West Coast Supply Co., Portland, Ore.
Eastern Washington, Montana and Idaho, The Spokane Cycle & Supply Co., Spokane, Wash.

1912 Catalogs are now in preparation. Glad to mail you a copy on request.

EXCITEMENT A PLENTY FOR TEXANS

Fire, Falls and Fast Time at San Antonio Meet—Wickwire Takes Four Firsts.

Fire, falls and fast time furnished plenty of thrills for the spectator at the high tension speed party which the San Antonio (Tex.) Motorcycle Club gave at the International Fair on Sunday, 5th inst. Reckoning on the theory that "all the world loves a winner," the Wickwire family must be very popular in San Antonio, for practically every time one of them takes part in a race, he "brings home the big end of the bacon." This last gasoline session was no exception, for Bryson Wickwire gathered four firsts, including all the feature events and the Hendee Cup race.



B. WICKWIRE, THE TEXAS RACER

The cup is a challenge trophy and becomes the property of the rider winning it three times. Rex Wickwire, cousin of Bryson, has won it twice, and Cotton Derr and Bryson Wickwire each had one leg on it. The latter pair fought for it again on Sunday, and Wickwire redoubled his grip, Derr being thrown by a rut, but not hurt. Derr won the pursuit and a match with Miller and did some of the best riding of the day.

Otto Heikens also fell in the heat match and sustained a dislocated shoulder. The track was very rutty and the riders were forced to stay in a narrow path to find good going. H. Bohn's Merkel burst into flame at the tape before the start of the cup race and caused a lively scattering of riders and officials, but the fire was extinguished without damage.

Considering the poor condition of the track, the riders made very good time, and all of the events were hotly contested. Attendance, 1,000. Summary:

Twelve mile open, four horsepower motors—Won by O. Leoloff (Thor); second, Houston (Merkel); third, Offer (Thor). Time, 13:15.

Twelve mile open, seven horsepower motors—Won by B. Wickwire (Indian); second, M. Derr (Indian); third, H. Bohn (Merkel). Time, 12:20⅘.

Open pursuit, four horsepower motors—Won by B. Wickwire (Indian); second, Offer (Thor).

Fifteen mile match, L. Miller (Indian) vs. M. Derr (Indian)—Won by Derr at six miles, Miller quitting. Time, 6:20⅗.

Nine mile match—Won by B. Wickwire (Indian). Time, 10:00.

Three mile pursuit—Won by M. Derr (Indian); second, Eckenroth (Excelsior). Time, 4:04.

Nine mile free-for-all, Hendee Cup—Won by B. Wickwire (Indian). Time, 9:45.

Sociability Run of Savannah Club.

Savannah, Ga., Nov. 6.—Thirty members of the Savannah Motorcycle Club turned out on a sociability run on Sunday, 5th inst., with the Ogeechee river bridge as the rendezvous, where a fish fry was held. Everyone enjoyed the outing, and to help digest the "feed" there was a little oratory poured out as a sort of chaser. It went well and most everyone took it "straight." On the return trip, A. V. McGuire, one of the best known of the local riders, collided with another machine and was removed to a hospital in a critical condition.

O. A. M.

Mann Returns from the West.

William Mann, Portsmouth, O., a former bicycle repair man of that place who "went West," has returned, and contemplates the opening of a shop. After shaking the dust of Portsmouth from his feet, Mann located in Nebraska.

RELIABILITY RUN FOR CANADIANS

Secret Controls Wreck Perfect Scores—Only Four Finish With Perfect Scores—Three Day Run.

As a wrecker of perfect scores, secret controls were used with great effectiveness, in the first annual reliability run of the Toronto (Ont.) Motorcycle Club on the 28th, 29th and 30th, ult., inclusive, only four of the 31 starters coming through unpenalized. Twenty-four of the men finished officially. Perfect roads annd weather favored the riders, and on this account many of them threatened to preserve their clean scores to the end, but on the third day the officials decided that some havoc must be wrought in the penalty line and they introduced secret controls with gratifying success to them.

In the individual class, the perfect score men were S. Vogan (Minneapolis); S. License (Harley-Davidson); O. D. Cooley (Indian) and F. Craig (Merkel). Four teams competed, and finished in the following order, none of them perfect: Indian "7's"—Connor, Daniels, Lemon; Indian "4's"—Webb, Neilson, Case; Excelsior—Golden, McIntosh, Thompson; Harley-Davidson—License, Ottley, Johnson. The individual winners will have their names engraved on the $350 shield donated by the Dunlop Tire & Rubber Goods Co., while individual prizes will be awarded to the first 12 men and to each of the teams.

Starting from Toronto on Saturday afternoon, 28th, the riders made Hamilton, 45 miles away, that night and laid over. On Sunday they passed through Brantford, Woodstock and London, and stayed over night at Stratford. Penalties were practically nil for the day, and on the final day, Monday, the officials introduced the secret controls in order "to start something." They did. At the conclusion of the run the machines were inspected, and the winners evolved.

All supplies were furnished by the club, and the contest attracted wide attention and created deep interest in motorcycling in the territory which it embraced. The club has decided to make the run an annual affair, as it proved very popular with the members. Staged simultaneously with the club's application for affiliation with the F. A. M. it holds significance of the turn of the tide in Canadian affairs. The final score:

Perfect—S. Vogan (Minneapolis); S. License (Harley-Davidson); O. D. Cooley (Indian); F. Craig (Merkel).

Penalized and tied for second place—E. McIntosh (Excelsior); N. J. Davis (Indian); Frank Lemon (Indian); N. C. Dunn (Indian).

Tied for third place—R. Ottley (Harley-Davidson); M. E. Amoss (R. Whitworth).



A FEW MEMBERS OF THE BOSTON MOTORCYCLE CLUB BEFORE THE START OF THE CLUB RUN

Fourth—W. Hunter (Merkel).

Tied for fifth—R. M. Case (Indian); Charles Neilson (Indian); S. C. Daniels (Indian).

Sixth—Bert Webb (Indian).

Seventh—H. Thompson (Excelsior).

Tied for eighth—R. P. Connor (Indian); W. Driever (Thor).

Ninth—J. Golden (Excelsior).

Tied for tenth—L. R. Clark (Indian); A. W. Hampson (Pierce).

Eleventh—W. E. McCarthy (Bradbury).

Twelfth—A. H. Hoover (Pierce).

Thirteenth—H. Johnson (Harley-Davidson).

Fine Program for Baltimore Meet.

Indications point to some fine motorcycle racing at Electric Park, Baltimore, on Thanksgiving Day. Howard A. French, who is promoting the meet, has not put out the entry blanks as yet, but nearly all the crack Baltimore riders have said that they will be on hand when the gong rings. It is expected that quite a few of the Washington riders will come over and get in the game, and that is just what the Baltimore boys are looking for. There has been some intense rivalry, although good natured, between the two cities since the meet at Bennings, and the Baltimore riders are anxious to get a match with those from the Capital City in order to decide the real champions. A familiar face will be missed on the track when the gun is fired. Chic Thomas, the best racer in Maryland, who was hurt in August, will not be able to participate, but he will be on hand to encourage the others in an effort to lower some of the present marks. C. F. Y.

Boston Run Made Enjoyable.

There are a good many of the boys who, when they go on a club run, are inclined to try and make a road race of it. And for this reason and no other a good many of the older and saner riders do not go on these runs. The subject was brought up at the last regular meeting of the Boston Motorcycle Club and after considering the matter it was suggested that a slow run be called and the suggestion met with immediate approval.

Dr. Coulson, or Doc. Coulson as he is called by the boys, offered the club the use of his cottage at North Weymouth on the day of the run if they cared to make it their objective point. His offer was gratefully accepted. Over half the members of the club put in an appearance the morning of the run (Oct. 29), and for over an hour paraded through the principal streets of the city.

They then left the city and passed through Newton, Waltham, Brookline, Forest Hills and Quincy to North Weymouth. Upon their arrival at the cottage they found that Doc. Coulson and his son had been down all morning digging clams and preparing a crackerjack dinner, which the boys immediately proceeded to get away with. After a game of ball they started for home about 4 o'clock.

Toronto Club to Incorporate.

Toronto, Ont., Nov. 13.—In connection with the affiliation of the Toronto Motorcycle Club with the F. A. M. a delegation from the club is making arrangements to visit President Hamilton of the Federation in January, with a view to arriving at a complete understanding in regard to Canadian motorcycle affairs. The situation will be discussed from all angles at the conference.

Having affiliated with the F. A. M., the Toronto Motorcycle Club now is making ready to incorporate in order to protect its name and put the organization on a more businesslike basis. After securing a charter the club plans to hold boxing tournaments and other sporting events, acquire real estate, erect a club house and board track, and, what will be most alluring, float all these ambitious undertakings by selling stock to members.

Canadian magistrates are increasing the fines for motorcycle speeding. J. Burrell, a motorcyclist of London, Ontario, recently was assessed $50 and costs, with the alternative of 20 days in jail, for speeding on a country road. In Toronto first offenses generally cost $5, while second violations are taxed $20 and costs. Motorcyclists complain that these penalties are all out of proportion, and point to the fact that there is yet to occur a serious motorcycle accident in the city streets.

Motorcycles for army scouting are highly commended in the report of the umpire staff on the field maneuvers of the Toronto garrison, held on the 30th ult., when the machines were used for the first time, and with a high degree of success for maintaining intercommunication between the defending forces. The section of the report referring to the work of the motorcycle scouts is as follows: "The Red commander was well served by his scouts and received accurate information of the movement of the Gray forces. Special efforts were made by the Red force to improve its system of intercommunication, which in other years has been a weak point." W. M. G.

Invincibles Hold Second Election.

Completing their first year of existence, the Invincible Motorcycle Club, of Brooklyn, N. Y., held its annual election of officers on the 14th inst., with the following result: O. P. Warlick, president; M. M. Aiken, vice-president; J. U. Constant, secretary; D. R. Thompson, treasurer; J. C. Fawcett, captain. Executive board: O. P. Warlick, chairman; Walter Goerke, F. H. Chase, A. J. Rochow and H. Jerome Mann. Most of the officers were re-elected, and the term of the new administration begins January 1st, 1912.

Housewarming at Columbus Club.

The Columbus (O.) Motorcycle Club, on the evening of the 8th inst., gave a housewarming party, which was attended by 105 members. The party opened up the club's new quarters on East Eighth avenue and was attended by the largest assembly in the club's history. On Wednesday evening, the 15th inst., the club gave a reception to the members' friends.

WOLTERS QUITS SPEEDING MACHINE

At San Jose Meet Jumps Off While Going 80 Miles an Hour—Broderick New "State Champion."

Flashing across the finish line first in three straight heats, Ben Broderick, of San Francisco, the two mile national champion, added another title to his string at San Jose, Cal., on the 4th and 5th inst., and now holds the "State championship." Broderick and Bud Northrup were the contenders for the honor, and although Broderick made a clean sweep, Northrup always was close up at the finish.

However, the real thrills of the two days' meet, which was a much mixed affair with aeroplane flights, broncho busting and other stunts on the side, were supplied by the professionals, Wolters and Armstrong. They tore off some sensational miles, Wolters being credited with one circuit in 45 seconds, and both did several under 50 seconds. On the first day Wolters and Armstrong divided a pair of five mile heats of a match, and on the second day the final heat was flagged in the sixth mile of a 10 mile dash by a sensational acrobatic feat by Wolters, who parted company with his machine while traveling in the neighborhood of a 45 second gait.

It appears that some part of Wolters's control became deranged and he could not slow down for a turn. Headed for the fence, he threw himself off the machine and after a long and bruising slide brought up in a ditch. Well protected with a helmet and padded clothing, he escaped with lacerations of the forehead and knees and soon was fixed up at a hospital.

Summary:

First Day—Saturday, 4th.

Five mile match, amateur—Broderick-Northrup on Indians. First heat won by Broderick. Time, 4:58⅕. Second heat won by Broderick. Time, 4:53⅖.

Five mile match, professional—Armstrong-Wolters on Excelsiors. First heat won by Armstrong. Time, 4:34⅖. Second heat won by Wolters. Time, 4:27.

Mile time trials—Armstrong (Excelsior), time 0:49; Wolters (Excelsior), 0:50⅖; Broderick (Indian), 0:55⅖.

Second Day—Sunday, 5th.

Five mile match, amateur—Broderick-Northrup on Indians. Third heat won by Broderick. Time, 4:42⅖.

Five mile match, professional—Armstrong-Wolters on Excelsiors. Called in sixth mile owing to accident to Wolters Time for five miles, 4:16.

Five mile handicap, amateur—Won by Broderick (Indian), scratch; second, Oberg (Indian), 0:10; third, Baker (Indian), 0:15. Time, 4:50.

Five mile match, McVey-Bennett—Won by Bennett. Time, 7:15.

Mile time trials—Wolters (Excelsior), time 0:47⅗; Armstrong (Excelsior), 0:49⅖.

Prince to Build Another Track.

Los Angeles, Cal., Nov. 11—Jack Prince was here last week and had a conference with the officials of the Los Angeles Motorcycle Club regarding the new board track which he is to build, and which he claims will eclipse in speed any track now in existence. Prince painted such rosy pictures of his new saucer and its speed possibilities, and promised so faithfully to have it in commission by the first of the year, that he persuaded the club not to run any races in the interval, and in consequence it called off a meet which it had scheduled at Ascot Park. Prince said that he would tear down the Oakland motordrome and rebuild it in another and more accessible part of the city, and that he would have it running in a few weeks.

"Foolish Question No. 61,535,649."

A motorcyclist riding along Broadway the other day stopped, jacked up his machine and commenced to fuss with a tire. Along came a pedestrian, who stopped, took in the situation at a glance, and inquired: "Had a puncture, friend?" The motorcyclist looked up, and, swallowing his feelings with a huge gulp, replied: "No; I'm just changing the air in this tire. The other lot's worn out, you see."

TEXAN MOTORCYCLES TO SYRACUSE

Ragsdale Made Trip in 18 Days Actual Travel—Illinois Mud Detained Him for Two Weeks.

That he might gain the experience as a repair man which is best obtained through a course in an automobile factory, Henry C. Ragsdale, of San Angelo, Tex., rode all the way to the Franklin automobile factory at Syracuse, N. Y., on a motorcycle. Starting September 27th, he was 44 days on the trip, spent 18 days in actual overland travel and averaged 160 miles for each running day, with a total of 2,850 miles.



HENRY C. RAGSDALE ARRIVING AT SYRACUSE

Mr. Ragsdale's route was through Fort Worth, Oklahoma City, St. Louis, Toledo, Detroit, Niagara Falls, Buffalo and Rochester. Difficult and dangerous traveling was encountered in a number of instances. At Mascoutah, Ill., Mr. Ragsdale was obliged to stop for two weeks because heavy rains turned the roads into thick, sticky mud.

In crossing the Canadian river near Oklahoma City the traveler rode over the ties of a railroad bridge a quarter of a mile long because there was no other bridge near and he hesitated to walk across lest a train arrive before he had reached the other side.

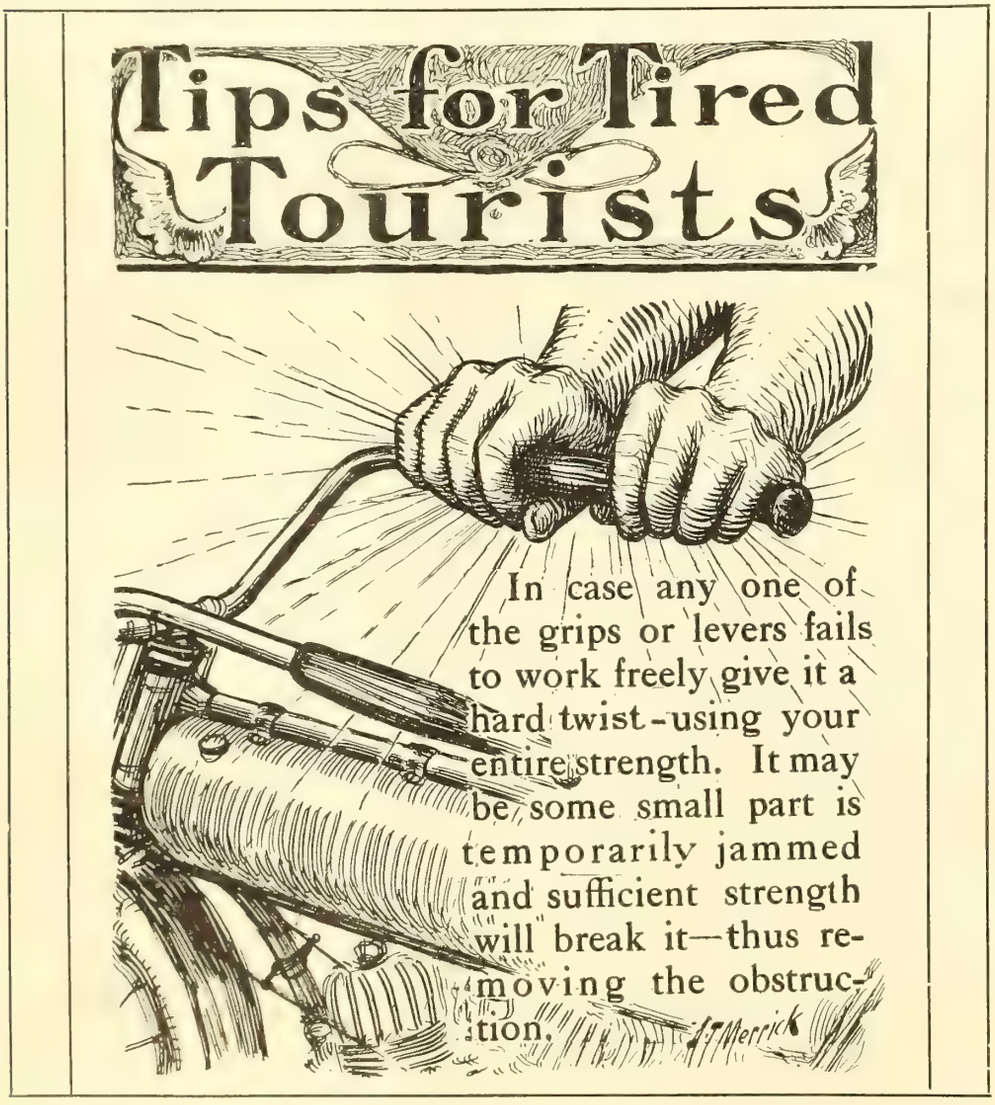
The earlier part of Mr. Ragsdale's trip was over roads heavy with sand and the days were hot, but this extreme was varied

when he passed from Detroit into Canada and struck several inches of snow.

"They charged me $13 to come through Canada," said Mr. Ragsdale. "I had to buy a license and various other things, and I was only there two or three days."

About 15 miles out of Indianapolis the repair man's ingenuity was taxed when he broke a valve stem, there being no repair shop near where the new valve might be ground; but Mr. Ragsdale sifted roadside sand through a burlap bag and with this fine corrorine ground the valve in with a screw-driver.

On his machine he carried numerous pieces of luggage. He wore leather leggings, corduroy trousers, a sweater, leather cap and a canvas hunting coat, of which the pockets were literally stuffed with small pieces of baggage.



No More Races at Olympic Park.

Motors will cough no more at Olympic Park, N. J., this season, for the New Jersey Motorcycle Club has wiped all unused schedule dates from its racing slate. Lack of riders at the last meet scheduled caused its abandonment and that of all races for the rest of the year.

CLOSE FINISHES AT SELMA MEET

Both Amateurs and Pro's Show Good Speed at Three Days' Racing Carnival —Joyce Best Professional.

With a small coterie of "Bobby" Stubbs's professionals from Birmingham as the top-liners, and some local amateurs also raising dust at an illegal gait, the first motorcycle races ever held in Selma, Ala., and which were part of the attraction at the Central Alabama Fair on the 25th to 28th ult., inclusive, gave the spectators all the thrills that were coming to them. Gail Joyce was the star of the visitors, and set up a new mile record for the local track, viz., 56¼ seconds. Joyce won a majority of the "pro" events, and Richard (Himself) Gayle was a capable imitator. Peacock and Owens, in the amateur division, put up some crack-a-jack scraps, and the finishes were fine enough to satisfy the most critical. Peacock had the best of the bouts. One day's program was postponed on account of rain. Summary of the three days' racing:

First Day—October 25th.

Five mile handicap, professional—Won by Gail Joyce (Indian); second, Richard Gayle (Indian). Time, 5:03⅕.

Five mile open, professional—Won by Richard Gayle (Indian); second, Gail Joyce (Indian). Time, 5:16.

Five mile handicap, amateur—Won by Owens (Merkel), half mile; second, Peacock (Indian), scratch; third, Turner (R-S), half mile. Time, 6:19.

Second Day—October 26th.

Mile for track record—Gail Jayce (Indian). Time, 0:56¼.

Five mile open, professional—Won by Porter Chambless (Indian); second, Gail Joyce (Indian); third, Richard Gayle (Indian). Time, 5:33.

Ten-mile handicap, professional—Won by Gail Joyce (Indian), scratch; second, Porter Chambless (Indian), quarter mile; third, Richard Gail (Indian), quarter mile. Time, 10:27⅕.

Third Day—October 27th

Rain. Races postponed.

Fourth Day—October 28th.

Five mile open, professional—Won by Richard Gayle (Indian); second, Gail Joyce (Indian); third, Porter Chambless (Indian). Time, 5:55.

Ten mile handicap, professional—Won by Gail Joyce (Indian); second, Richard Gayle (Indian); third, Porter Chambless (Indian). Time, 11:05.

Five mile handicap, professional—Won by Gail Joyce (Indian). No others finished.

Five mile handicap, professional—Won by Richard Gayle (Indian); second, Gail Joyce (Indian). Time, 5:15.

Five mile handicap, amateur—Won by Owens (Merkel); second, Peacock (Indian); third, Turner (R. S.). Time, 6:02.

Ten mile handicap, amateur—Won by Peacock (Indian); second, Owens (Merkel); third, Fuller (Harley-Davidson). Time, 13:30.

Medals for San Jose Winners.

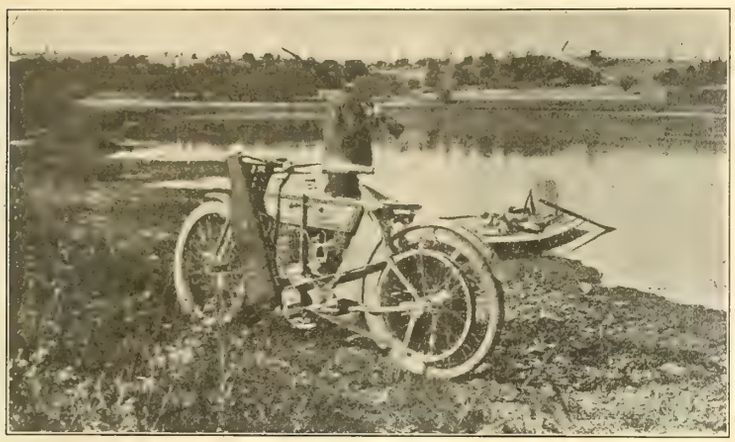
At the last meeting of the San Jose (Cal.) Motorcycle Club, handsome medals were presented to the winners in the recent 100 mile race conducted by Emile Agraz. Ben Broderick, Bud Northrup and C. E. Oberg, who finished one, two, three, each received engraved gold medals, while C. E. Reade, who made the fastest mile, was given a similar medal set with a diamond.

"Wifey" Won't Let Stubbs Race.

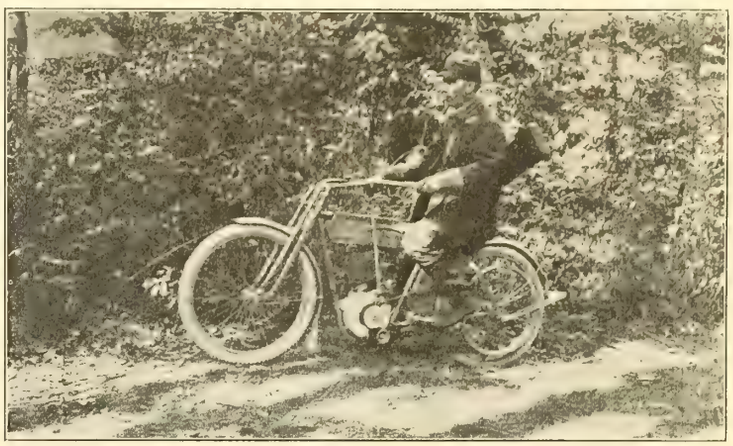
Birmingham, Ala., Nov. 11.—Robert Stubbs, the local racing man, who was seriously injured in the races at the State Fair last month, has recovered sufficiently to resume business cares. When asked whether he would continue his racing career, Stubbs smiled and said: "Not if Mrs. Stubbs can prevent it."

A MOTORCYCLE HUNTING TRIP

My brother bought a motorcycle, otherwise this little tale never would have been written. Shortly after his purchase we had one of those frosty October mornings when a subtle something tells you "they're flying." One of those mornings when, if you have any red blood in your veins, you wish you were free to follow your desires and not subject to that most critical of all mistresses—"business." That morning in particular I felt the lure of the rushes.



"EACH TOOK A SKIFF AND DECOYS AND PADDLED AWAY"



"THE AIR IN THE COUNTRY WAS DELIGHTFUL"

My dog, too, seemed to feel it and thrusting his wet muzzle into my hand tried in his own simple way to express his longings.

Going, however, was out of the question. My printing plant was rushed with the usual fall work and I knew I couldn't conscientiously leave even for a day. Then the thought struck me: "Why not at least enjoy the morning's shooting. You could run out in the cool of the evening, spend the night at the hotel and run to the grounds in time for the morning's shooting, returning to the city in time for the day's work."

Cautiously that day I led my brother on. How far was it by road to Muskego? How long would it take him to go there on his machine? How were the roads, etc.? Then I figured rapidly. According to him, I could make any hunting ground within a radius of 30 miles in a little more than an hour. That meant my scheme was feasible, provided I could ride and he would loan me his machine. This he willingly assented to. Two evenings' practice was sufficient to lend me confidence enough in myself and machine to undertake the trip. So the following night, with a friend, we started. He had his camera and the few pictures we took may raise to your mind, gentle reader, pleasant recollections of some past trip.

The air in the country was delightful and without mishap we reached the cottage which a friend of ours had built on the shore of Muskego Lake.

It scarcely needed the ring of our "Big Ben" the next morning to tell us it was time we were getting under way. A hasty cup of coffee and a sandwich or two sufficed to appease our appetites and we were off.

We decided to separate, so each took a skiff and decoys and paddled away. There was just enough "chill" in the air to make the exercise welcome. For 10 or 15 minutes I paddled steadily along and then in the dim dusk of the early morning I found



AMONG THE RUSHES, GUN AT HAND, WAITING



"TWICE MY GUN SPOKE AND THREE DUCKS ANSWERED"

just the spot I wanted—a long bending arm of rushes almost enclosing about 10 acres of open water. Quickly I headed past this point and placed my decoys.

With "blind" built and everything in readiness I lay watching the dusk softly change into the soft hues and colors of a coming sunrise. Slowly the somber shadows which had hung like gray clouds near the horizon turned into trees. In the distance a bird called, to be answered by its mate; the cattle lowed, the soft tints of the sky turned to brilliant rose, and then the sun appeared and it was day. Oh, you sleepy heads who daily miss this wonderfully thrilling sight!

Let me tell you there is only one thing grander than a sunrise on an October morning, and that is a sunrise that finds you among the rushes, gun in hand, waiting. Ten, 15 minutes passed, and then in the distance appeared my game. With a whirr of wings and chorus of calls they swerved downward toward my decoys. For a moment I watched them, and then, gun in hand, I rose to my knees. With a cry of warning the leader, a large drake, turned and away they soared. Twice my gun spoke and three ducks answered, among them the big mallard leader.

Oh, you brother trap shooters, if you never have tasted the ecstasy of such a moment, if you never have experienced the thrill and excitement of a real hunt, my advice is, "Do" with a capital D. Three times that morning I had shooting—not all as good as this, but good enough to make my bag seven ducks in all; three mallards, one pin tail and three blue bills.

Looking at my watch, I found it was half-past six, the time we had agreed to return to the cottage, so reluctantly I prepared to depart. As I was about to leave, my pal came up and snapped a few pictures, which accompany this narrative.

A second hasty bite at the cottage, for the morning air had roused an appetite—an appetite which, had there been time, would have been appeased with "game," and we were off. The mists had disappeared now and "Old Sol" was tempering the air sufficiently to make riding comfortable. There is something about that morning air that inclines you to take deep breaths, and there is something so vitalizing about each breath that it seems as if every fiber of your system was tuned to that pitch that you look forward with eagerness to the day's work.

Promptly at eight o'clock I stepped into my office, somewhat tired, I'll confess, for I was unaccustomed both to early rising and riding, but my tired was a "healthy tired," not a "nerve tired." In anticipation I am now looking forward to the hour when I may sit down to a feast fit for a king—a feast that has no equal for the sportsman, viz., the enjoyment of his own game at his own table, and possible for me only through the aid of a never-faltering motorcycle.

F. A. M. TO LIST REPAIR SHOPS

Old Roster Inaccurate and Revision Necessary—More Clubs Join the Federation Other F. A. M. News.

Latest F. A. M. news from the office of E. M. Estabrook, chairman of the membership committee, Bangor, Me.:

Newly affiliated clubs: No. 204, St. Louis (Mo.) Motorcycle Club, 26 members; No. 205, New Orleans (La.) Motorcycle Club, 100 per cent., 29 men.

With a big "feed" and some lofty speech-making, the Sidney (O.) Motorcycle Club was launched on the 1st inst. Fifteen members registered on the charter and each took away a list of prospects whom he has solemnly sworn to bring in. The club has voted for F. A. M. affiliation. There was enthusiasm and good fellowship in abundance at the formative gathering and the club has every promise of being a "live one." The officers elected were as follows: F. K. Lauterbur, president; Paul Monroe, vice-president; Kenneth H. Hutchinson, secretary; Samuel Knupp, captain; Howard Brautigam, lieutenant; directors, Clifford Allton, Elmer Unum, Alfred Yarber; Burt Foote, press agent.

Lawrence Hall, manager of the Hall Cycle & Plating Co., 417 Franklin street, Waco, Tex., has indicated his intention of organizing a local F. A. M. club and registering his establishment as an F. A. M. repair shop.

J. P. Wolf, R. S. agent in York, Pa., reports things nearly ripe for a club in that place. He has a good following of riders and prospects who "hang out" at his shop, and they are about ready to taste club life.

Latest F. A. M. registered repair shops which have been appointed are as follows: Kellington & Dieckhoff, Decatur, Ill.; Ballou & Wright, Portland, Ore.; G. T. Stream Co., Newark, O.; C. H. Marsh, Newark, O.; J. H. Poisson, Grand Rapids, Mich.; Neff & Malone, Rochester, N. Y.; DeGruchy & Correll, Columbus, O.; G. I. Stine, Fremont, O.; C. W. Bosustow, Racine, Wis.

Proprietors of registered F. A. M. repair shops who have made changes in the firm name, or location, since furnishing their name and address to Secretary Gibson at the time of enrollment, are requested to notify him of such changes at once, in order that the soon-to-be-published list of official repair shops may be as accurate as possible, and therefore of the greatest value both to the tourist and the repair man.

Owners of registered shops who are not in good membership standing in the F. A. M. have been sent renewal notices 30 days before the expiration of their membership, and later a circular letter giving information in regard to the proposed publicity campaign which has been mapped out will be sent to all shops in good standing. It earnestly is requested that all dealers who have allowed their membership to lapse will renew at once and thus remain eligible.

Quite a number of registered repair shops have been closed entirely or else have changed ownership, and it is absolutely necessary to weed these out before publishing a list of live shops.

There are no F. A. M. official repair shops in the following States: Arizona, Arkansas, Delaware, Idaho, Louisiana, Maine, Mississippi, Montana, Nevada, New Mexico, North Carolina, North Dakota, Oklahoma, South Carolina, Utah, Virginia, Vermont, West Virginia, Wyoming and District of Columbia. There is one registered shop in Canada—M. Scovill, 506 Richard street, Vancouver, B. C.

Not only in the promotion of interstate tours and race meets does the Short Grass Motorcycle Club, of Salina, and other parts of Kansas, shine bright, but it has an intensely practical and utilitarian side as well. This was forcibly illustrated on the occasion of a recent visit of B. J. Patterson, secretary of the club and vice-president of the F. A. M. Central District to Salina, when the club took a portion of the proceeds of a recent race meet and presented to the secretary a new and much-needed typewriter, the gift taking him entirely by surprise, but proving most welcome.

Tourist Trophy for 1912 in Doubt.

At the last meeting of the Auto-Cycle Union of Great Britain it was voted to hold the 1912 Tourist Trophy motorcycle road race in the Isle of Man, provided the necessary permission can be obtained from the island authorities. As the large number of visiting contestants and spectators at and preceding the races leave considerable money on the island, they are very popular with the Manxmen, and no difficulty is anticipated in securing the necessary permit. However, there is considerable opposition among several of the prominent racing makers to participating in the race if it is held on the island again, and under the existing rules. They take the stand that sending large racing camps to the island and maintaining them for two weeks before the race is a heavy burden financially, and they do not feel like shouldering it. On the other hand, there is no other place the race can be held without special Parliamentary legislation, and this is out of the question, for the race would be tolerated nowhere else in the United Kingdom. A suggestion to hold the race on Brooklands track has been advanced, but by no means has been received enthusiastically, and while some makers may stay out if the race is held in the Isle of Man it practically is certain to be held there. There is a whisper going the rounds that some of the British makers have got "cold feet" because an American machine won the three first places in the last T. T., and that because of this sound licking they don't want to risk getting another of the sort.

PROSPECTS ARE BRIGHT FOR AN OLYMPIC BICYCLE TEAM

United Cyclists' Activity Results in Important Steps Taken to Assure American Competition in the World's Greatest Road Race—Contributions Needed Urgently.

With the full active committee appointed, officers chosen and plans for a preparatory bicycle race set on foot, the American Olympic Bicycle Race Committee and the United Cyclists show that they intend to lose no time in getting under way the big undertaking of providing and sending an Olympic bicycle team to next year's games.

Following the installing of the remaining officers, the vice-president and treasurer and the completion of the board of trustees, every moment of the meeting of the United Cyclists at the Brooklyn headquarters, 1213 Fulton street, on Monday, 13th inst., was filled with action of a highly productive variety.

In completing the roster of officers, J. H. Patterson and Victor J. Lind, both of Brooklyn, were elected vice-president and treasurer, respectively, of the United Cyclists. The board of trustees, consisting of five, is as follows: Dr. J. P. Thornley, of Manhattan; O. P. Warlick, Franklin Fisher and Will R. Pitman, of Brooklyn, and Harold J. Dibblee, of Manhattan. The following were also elected to membership: F. A. Baker, Theodore M. R. von Keler, George Bieregal, Sylvain Segal, Robert Lawson, E. Le Ferguson, Albert Beguin, Henry Kest and W. Seegelkin, all of Manhattan; W. T. Farwell, Croton-on-Hudson; M. J. Julzer, Samuel Barnett, H. L. Lind, L. E. Wellman, George Hausenbauer, James H. Mangels, Joseph D. Cross, T. A. Kennedy, R. C. Bennett, Matthew Barnett, P. L. Kane, Thomas J. Murphy, C. B. Walker and John Becht, of Brooklyn.

The Olympic Bicycle Race Committee reported that at a meeting held on the 11th inst. the following officers were selected: Chairman, J. A. Hall; secretary, W. R. Stroud; treasurer, R. F. Kelsey. The committee also reported that plans for a bicycle road race to be held on Thanksgiving Day had been proposed and discussed; in fact, it had definitely decided to promote a race on that day, but it was considered best to ascertain the opinion of the riders as to what distance would be the most suitable for that date. This important point was decided and 25 miles fixed upon, and in addition the race will be run under exactly the same rules and conditions as will apply in the Olympic race in Sweden next July. All contestants to start singly at regular intervals of one minute, with the faster men leaving the mark first, so that there will be little possibility of riders giving or receiving assistance in the shape of exchanging pace; consequently every rider will of necessity be entirely responsible for whatever showing he may make in the race.

All those competing in this race whose time does not exceed by more than 25 per cent. the fastest time made will receive serious consideration for the elimination trials and for the team next spring.

In view of the fact that this will be but the second open race of the sort to have been held in this country, and considering that hitherto all contests on the road, with the exception of a few at short distances, have been handicap events, there also will be allotted time allowances in the prize distribution of this race, so that all will have an equal chance to win at least one of the 15 handsome prizes offered. The list will be topped with two highest-grade racing wheels, and the smallest prize offered will have a guaranteed value of $15.

The added members of the Olympic race committee are: M. J. Zulzer, Will R. ("Happy Days") Pitman, E. Lee Ferguson and Samuel Barnett. There will also be an honorary committee on which will be invited to serve the following-named gentlemen: Hon. William E. Prendergast, Hon. Ludwig Nissing, Hon. William M. Calder, Hon. Alfred E. Steers, S. A. Miles, W. J. Morgan, Milo M. Belding, J. Lovell Johnson, John C. Wetmore, A. B. Swetland, Alfred Reeves, A. J. Batchelder, Charles Henshaw, Alfred L. Pope, William F. Remppis, Robert Edgren, H. V. Valentine, J. P. Norton, William Hicks, A. Yager and John Foster.

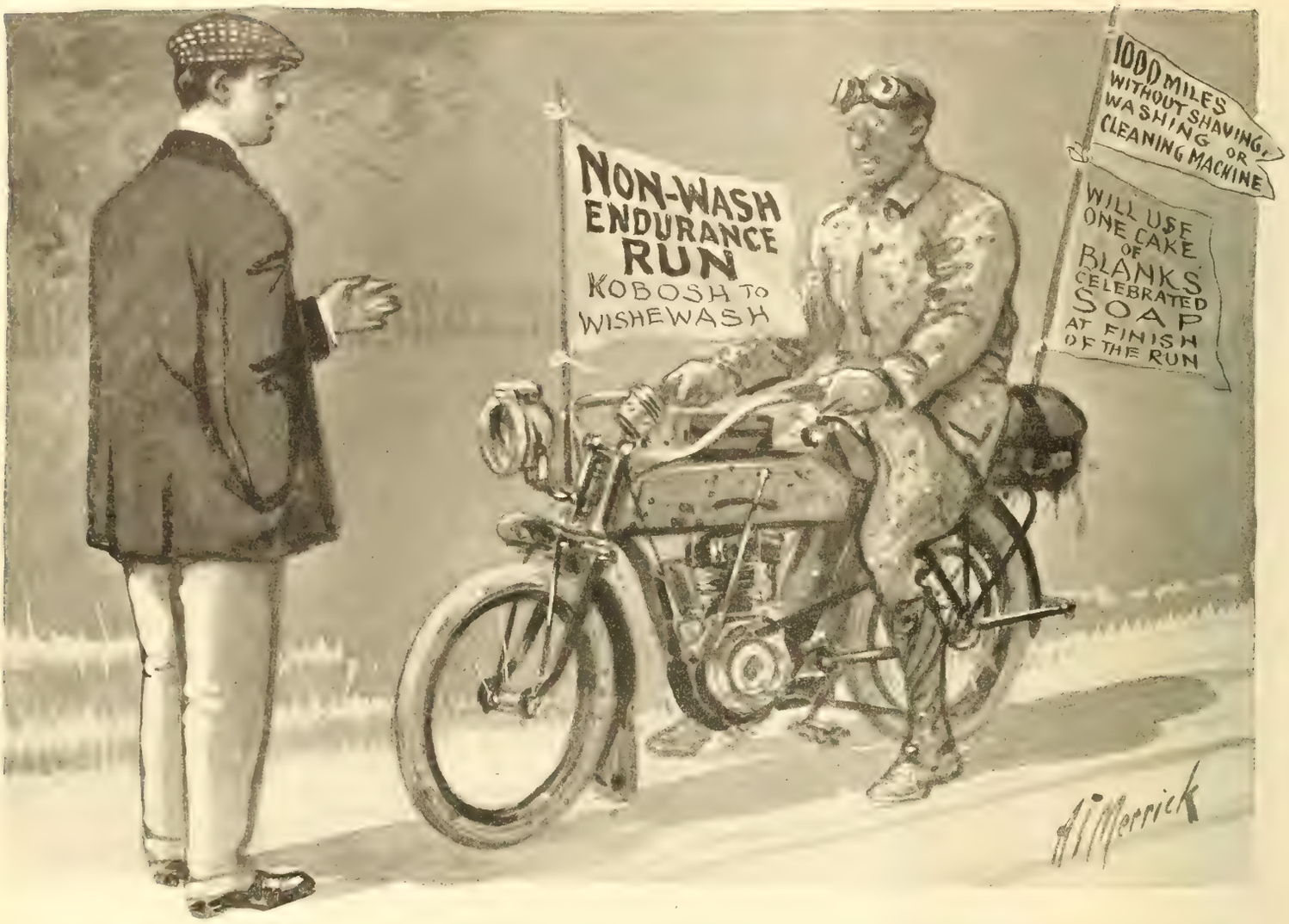
The proposition of giving a dinner to the visiting motorcycle and bicycle manufacturers during the week of the coming automobile show was also discussed and favorably acted upon in that a committee, of which H. A. Gliesman is chairman, was appointed and instructed to arrange for and work in conjunction with a like committee of the Greater New York Motorcycle Dealers' Association. Wednesday, January 10th, 1912, is the date selected, and all plans are now being formulated to make this one of the leading social features of show week.

President J. A. Hall of the United Cyclists, who is also chairman of the American Olympic Bicycle Race Committee, has issued the following statement:

"The United Cyclists of New York have appointed a committee, known as the American Olympic Bicycle Race Committee, for the purpose of making arrangements to send 12 amateur bicycle riders to represent America in the bicycle road races to be held in Stockholm. Various elimination trials and finals will have to be held in every section of the country. The time is comparatively short in which to do this. For this work and to cover the expense of sending a team abroad about $4,500 is needed. The committee will have to depend greatly on voluntary contributions to raise this money. Every patriotic cyclist should do his part, no matter how small it may be; every club, which naturally is doing everything to boost the sport, should arrange for some kind of a benefit and send the proceeds to the treasurer of this committee; every dealer and manufacturer who is awake to the great possibilities that this event has in store for him as an advertisement for cycling, will send in his check immediately. We need funds at once in order to go on with the work."

James E. Sullivan, of the General American Olympic Committee, said recently: "There are hundreds of people who would be more than willing to join in the celebration of the great American victory next fall, but are backward in chipping in their share at this time. Others, and there are plenty of them, are holding off their subscriptions until the last minute. Let me tell you this: Ten dollars contributed to the Olympic fund now is worth $100 given at the last minute—say, the last of May. The committee must know real early where they stand financially." He states further that the committee must know not later than January how many are to be sent to Sweden and that they are already receiving notices from abroad asking how many men they will want accommodations for in the hotels, etc., for next July. They must also know how many to engage transportation for. This means that we must know definitely by January 1st at the latest whether or not we will have sufficient funds to send a bicycle team. We appeal to everyone interested in the sport at this time and ask that they send in their contributions at once. We appeal to every cycling club in the United States and ask them to arrange for some benefit, the proceeds to go to the American Olympic Bicycle Race funds. We wish that every bicycle dealer in every city would commence immediately to secure subscriptions sending the same to R. F. Kelsey, 914 Tribune Building, New York, the treasurer of this fund, and at the same time sending in names of prominent men in cycling in their city who would probably serve on a local committee.

Every bicycle and accessory manufacturer cannot help but realize what a great event this is for them, and what it would mean to their sales departments through the pub-



"Thanks for your invitation to go inside and clean up; but did you read my banners?"

licity obtained, and should send in at once substantial subscriptions to this fund, assuring the committee of their co-operation. Every newspaper in every city of the United States that realizes the importance of this event to its sporting columns and the readers of the same should take up this matter at once and give the committee in charge as much publicity and aid in raising these funds as possible.

The Bicycling World Co., in addition to a substantial cash contribution, has made a most generous offer. For every subscription to the Bicycling World that is obtained by the United Cyclists and sent through H. A. Gliesman, 782 Eighth avenue, New York, the company will donate one-half the subscription price of $2 to the Olympic Bicycle Race funds. These subscriptions must be sent, however, to Mr. Gliesman or the fund will not receive credit for them. This paper will also acknowledge, through its columns, every cash donation received. There are many members who do not feel themselves in a position to contribute as much as they might desire to do so. The offer of the Bicycling World Co. will appeal particularly to this class, because if they cannot contribute themselves, by securing a few subscriptions to the paper and sending the same to H. A. Gliesman they will be adding to the fund.

We appeal to you now for a prompt response. Funds are needed at once. What will you do to prove your patriotism and your interest in the sport? Send a check or money order to-day to R. F. Kelsey, 914 Tribune Building, New York, or start in adding to the fund by securing subscribers to the Bicycling World and Motorcycle Review, sending the same to H. A. Gliesman, 782 Eighth avenue, New York.

Maryland Riders Caught in Storm.

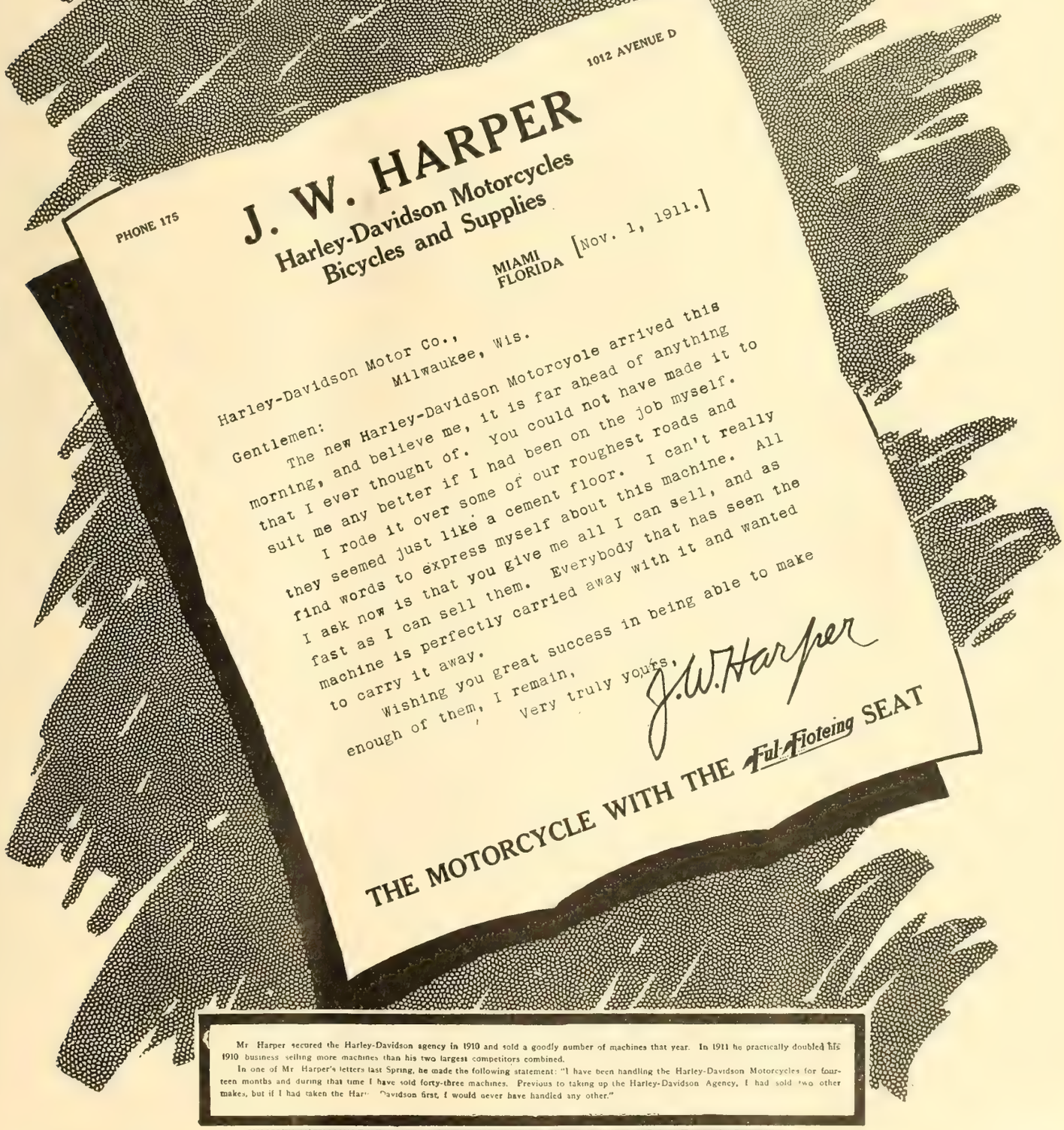
Two members of the Maryland M. C., of Baltimore, Messrs. Wood and Essex, are going to write a little playlet entitled "Lost in the Rain in a Strange Country." They have an abundance of material and a thrilling evening's entertainment can be provided. While a bunch of other members took to the road and traveled as far as Cockeysville, which is not very far from home, these two venturesome motorcyclists beat it for parts unknown. A kind farmer pointed out a new road and they started off to explore it. They did not explore very far when old Jupe Pluvius turned loose a mighty flood. They became stranded for sure, and, not knowing which way to turn, they sought a nearby farmhouse as a haven of shelter, and after being fed with much good and appetizing food at so much per, they were shown to the railroad station, where they shipped their machines back home and returned themselves as passengers on the same train. They are now saying that they will stick to the beaten path hereafter and let Roosevelt do the hunting in strange lands. The other boys who went to Cockeysville got back home before the rain came down in torrents, but they got some wet at that.

The projected run to Harpers Ferry, W. Va., has been called off for this year, and it is probable that it will not be taken until warm weather sets in again. The trip of several days to Staunton, Va., has also been called off indefinitely. C. F. Y.

Aeroplane Too Fast on the Turns.

In a four mile motorcycle-aeroplane race at Norfolk, Va., on the 26th ult., W. Fuerstein, the motorcyclist, was beaten by a quarter mile. The air craft swooped around the turns faster and easier than the land machine.

One Expert's Opinion



1012 AVENUE D

PHONE 175

J. W. HARPER
Harley-Davidson Motorcycles
Bicycles and Supplies

MIAMI
FLORIDA [Nov. 1, 1911.]

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

The new Harley-Davidson Motorcyole arrived this morning, and believe me, it is far ahead of anything that I ever thought of. You could not have made it to suit me any better if I had been on the job myself. I rode it over some of our roughest roads and they seemed just like a cement floor. I can't really find words to express myself about this machine. All I ask now is that you give me all I can sell, and as fast as I can sell them. Everybody that has seen the machine is perfectly carried away with it and wanted to carry it away.

Wishing you great success in being able to make enough of them, I remain,

Very truly yours,

J. W. Harper

THE MOTORCYCLE WITH THE *Ful-Floteing* SEAT

Mr Harper secured the Harley-Davidson agency in 1910 and sold a goodly number of machines that year. In 1911 he practically doubled his 1910 business selling more machines than his two largest competitors combined.

In one of Mr Harper's letters last Spring, he made the following statement: "I have been handling the Harley-Davidson Motorcycles for fourteen months and during that time I have sold forty-three machines. Previous to taking up the Harley-Davidson Agency, I had sold two other makes, but if I had taken the Harley-Davidson first, I would never have handled any other."

Harley-Davidson Motor Company

144 C Street, MILWAUKEE, WIS.

CLARK FIRST IN SIX DAY RACE

Beats John Bedell in Final Sprint—Big Armory Crowded to Capacity on Last Day.

The third annual Buffalo, N. Y., six-day race came to a close last Saturday, the 11th inst., when Jackie Clark, of the Clark-Hill team, led John Bedell, of Bedell Bros., over the tape by half a wheel's length and the curtain was rung down on what, it must be admitted, was the most disappointing race of the three.

At the outset the race happened to be dated for election week, when there are so many attractions outside, and added to this is the fact that the competition was not as keen as it might have been, with the consequence that public interest lagged throughout the race with the single exception of the finishing night, Saturday, when a capacity crowd filled the huge 74th Regiment armory, where the race was held.

As noted in the account in last week's issue, the discrepancy between the actual mileage and the announced score was maintained throughout the week, and no attempt was made by those in charge to correct this or yet to give any additional reason for its existence other than that already stated.

Fourth Day—Thursday.

	"Announced Score."
Bedell-Bedell	722.6
Drobach-Pye	722.6
Clark-Hill	722.6
Root-Fogler	722.6
Carslake-Ryan	722.6
De Mara-Lawrence	722.5
Jokus-Jones	722.5
Wells-Collins	722.5
Palmer-Stein	Dropped out at 595.0

Fifth Day—Friday.

	"Announced Score."
Fogler-Root	898.3
Bedell-Bedell	898.3
Clark-Hill	898.3
Drobach-Pye	898.3
Carslake-Ryan	898.3
Jones-Jokus	898.2
De Mara-Lawrence	898.2
Collins-Wells	898.2

Sixth Day—Saturday.

	"Announced Score."
Clark-Hill	1,075.6
Bedell-Bedell	1,075.6
Root-Fogler	1,075.6
Drobach-Pye	1,075.6
Carslake-Ryan	1,075.6
De Mara-Lawrence	1,075.5
Wells-Collins	1,075.5
Jokus-Jones	1,075.5
Palmer-Stein	Dropped out at 575.0

Clark, John Bedell, Root, Drobach and Ryan rode in the last mile for the leading teams and finished in the order given.

Frayzee Proves Best Hill Climber.

The annual hill-climbing contest of the Century Road Club of America was held Sunday, the 12th inst., on Manhassett Hill, L. I. Good time was made in ascending the three-quarters mile rise, which is one of the stiffest grades in the vicinity of New York City. Keen competition marked the event from start to finish. E. E. Frayzee was first away from the mark, closely followed by E. Gerard and J. Hall. At the quarter-mile Charles Kudrle, with L. J. Massini on his heels, swung into the lead. With a quarter-mile to go Hugo Hintze worked to the front and held that position until within 100 yards of the finish, when Frayzee uncorked the winning sprint, nipping Hugo Hintze at the tape; third, Herman Hintze; fourth, Charles Kudrle; fifth, L. G. Massini; sixth, J. Hall; seventh, Emile Gerard.

Races Proposed for Savannah.

Savannah, Ga., Nov. 5.—Local motorcyclists are animatedly discussing the prospects for some motorcycle events between the big automobile races which will be held in that city during Thanksgiving week. The local club has appointed a committee to confer with the race committee of the Savannah Automobile Club to try and perfect arrangements for putting on some motorcycle events. When motorcycle races first were broached, a 100 mile event was discussed, but now sentiment has changed in favor of two 10 mile events, one for singles and the other for twins. Also there is talk of a special event for factory riders, and soliciting support for it from the manufacturers. If any races are held they will be run over the famous Grand Prize course, which is a 17 mile circuit and very fast. O. A. M.

Endurance Run from Atlantic City.

On November 26th the Atlantic City (N. J.) Motorcycle Club will hold its second annual endurance contest over a course of 200 miles as follows: Leave Atlantic City at 8 a. m., to Pleasantville, to May's Landing, to Maliga, to Camden, to Egg Harbor City, to New Gretna, to Port Republic, to Atlantic City. Course must be covered in nine hours. About 50 riders have already entered the run.

Cyclists to Race on New Year's Eve.

New Year's Eve, 12 o'clock midnight, under the auspices of the Empire City Wheelmen, will be run an open bicycle race from Bedford Rest, Bedford avenue and Eastern Parkway, to Surf avenue, Coney Island, and return. Three cups will be offered as prizes. Entry fee, 50 cents. Entries close with F. Fisher, 532 Pacific street, Brooklyn.

Loving Cup for C. R. C. of A. Ball.

The Century Road Club of America will hold its annual ball on Saturday evening, January 13th, 1912, at Lyric Hall, Sixth avenue, between 41st and 42d streets, New York City. A handsome silver loving cup will be given to the bicycle club having the largest representation.

"NIGHT RIDING" IN CALIFORNIA

San Francisco Club Holds 18 Hour Road Race—Racycle Team Finishes With Perfect Score.

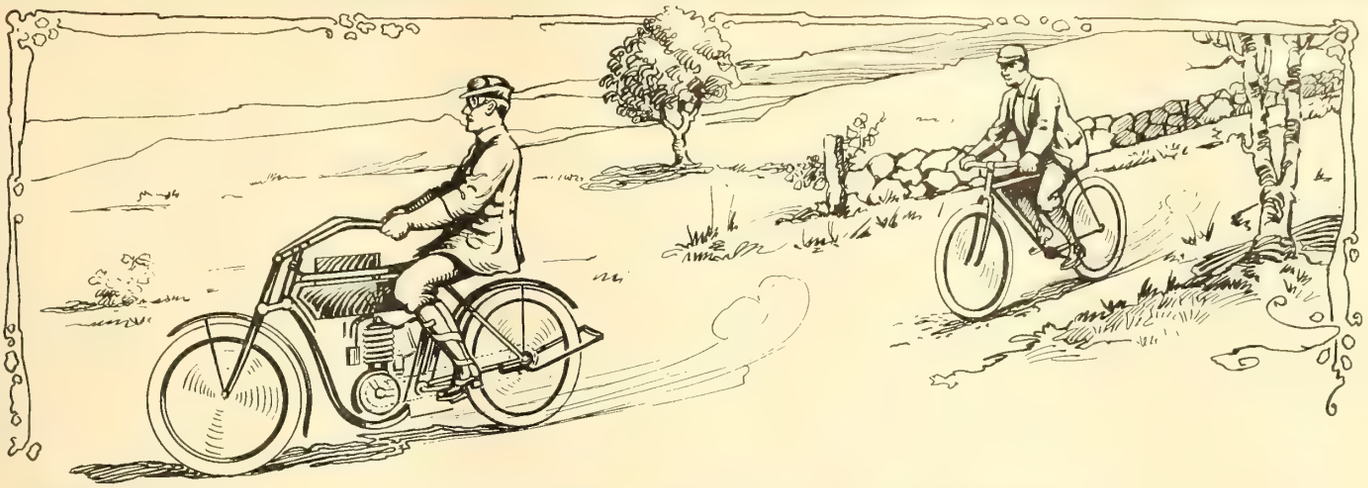
Kentucky may be the birth place of the "night riders," but California saw considerable nocturnal prowling of a peaceable sort after the sun went down on the 28th ult., in the vicinity of Hayward, when the San Francisco Motorcycle Club staged its third annual "endurance" run over a 336 mile course, a 56 mile circuit being covered six times. It was an all night affair, starting at 10 o'clock, and when time was called after 18 hours of riding, 23 of the 37 starters were credited with perfect scores. The men rode in teams of three, and but one team, the Racycle, escaped penalization.

The honor men were the following: Christ Eike (Racycle); J. Pickerel (Racycle); D. W. McCarthy (Racycle); D. Hand (Indian); C. A. Gunn (Indian); A. Edington (Indian); H. Lorenson (Merkel); E. N. Moore (Pope); F. E. Karslake (Harley-Davidson); E. E. Leach (Merkel); L. W. Connor (Pierce); G. Van Nortwick (Pierce); Leo Martin (Indian); Frank Weitman (R-S); O. Walker (Indian); E. E. Stone (Thor); A. E. Young (R-S); G. E. Billesbach (Racycle); H. B. Uth (Racycle); Ben Broderick (Indian); P. Nash (Merkel); E. Matthews (Yale) and Al Makas (Racycle). The winning team consisted of Eike, Pickerel and McCarthy.

Quite the most interesting of the contestants was G. Takenchi, a Japanese, who rode a Thor, and completed the course, but was penalized for reaching a control ahead of time. Most of the riders who failed to finish were retired in the first two laps. Three hours were allowed to cover a lap of 56 miles, the route being from Hayward to Pleasanton via Mount Eden, Warm Springs, Mission San Jose and return. There were several accidents, all of a minor nature save that of W. G. Collins, an Indian rider, who fell from his machine while trying to turn out for a team and was severely cut about the head and shoulders. The roads were good and mechanical troubles comparatively few, but the puncture fiend was abroad with telling effect.

Weekly elimination runs will be held over the course in which the following will compete until all but one have lost their perfect scores: F. E. Karslake, L. W. Connor, G. Van Nortwick and A. E. Young. Just why the other perfect scorers should be left out of this run-off is not apparent from the official reports.

. . . "Your paper is a solace in this part of the country."—Knoxville Bicycle Co., Knoxville, Tenn.



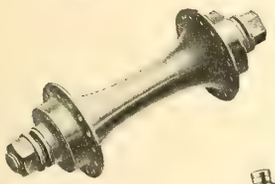


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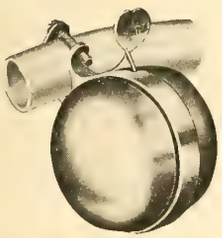




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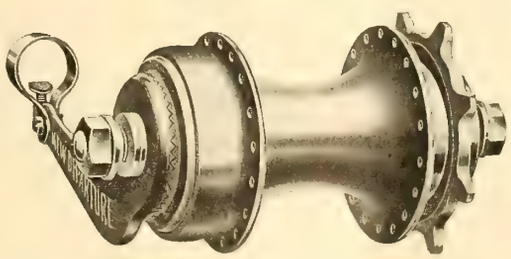
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.

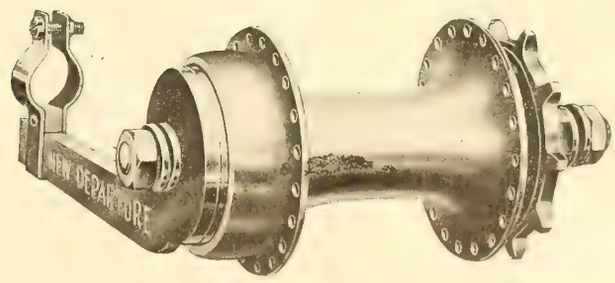




THE NEW DEPARTURE MANUFACTURING CO.

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O'CONNOR A FOUR-TIME WINNER

Cuts Wide Swath in Prize List of C. R. C. A. Road Race—Scratch Lose Chances in Futile Sprinting.

Usually when one enters a bicycle race—or, for that matter, a race of any sort—to the natural pride of achievement, together with the opportunity of matching one's ability with that of others, the added incentive of the probability of winning a prize would be considered sufficient to spur one on to his utmost endeavor, and, should he be successful, justifiable cause for the resultant satisfaction. When, on Sunday morning last, the 12th inst., J. O'Connor, of the Century Road Club Association, crossed the tape in the 10-mile handicap road race under the auspices of that organization at Floral Park, L. I., his satisfaction—or shall we call it elation?—must have been of the, so to speak, "four-cylinder" variety, for not only did he make the best time in the race, but he qualified for three other prizes as well. O'Connor receives a gold watch for riding the course in the fastest time, a pair of Hartford tires for finishing in second position, a Bluemel pump for making the best time from the handicap marks of 1 minute to 2½ minutes, inclusive, and a medal offered to the first member of the promoting organization to finish.

By a margin of just 5⅘ seconds, H. Kaiser, 2 minutes handicap, a member of the Acme Wheelmen, won first place prize, a Columbia bicycle, over O'Connor. The latter in finishing second led Ed. Goerke, Empire City Wheelmen; A. Morgan, unattached, both on 2 minutes handicap, and J. Brexel, unattached, a co-worker on the 1½-minute mark, over the tape in a sprint in which the proverbial "inches" separated the riders. J. Brexel also pulled down second time prize.

What happened to the honor men, those riding from scratch, can be told in a few words. It is the oft-repeated tale of the lack of co-operation among the back-markers. As classy a field as could be desired was started from the mark, but instead of getting down to the work of riding the race a series of sprints were indulged in throughout the entire distance (evidently in attempts to kill each other off, with the result that Stanley Carman, New England Wheelmen, won the final "jam" from John Becht, of the Empire City Wheelmen, in a blanket finish for eighth and ninth place and third and fourth time, respectively.

When the times were announced, Carman appeared to be at a loss to understand how it was possible for any other than a scratch man to win first time prize, an opinion that has been aired in similar situations on previous occasions, but like his predecessors, a little demonstration eventually convinced him of his error.

The apparent slow time resulted from the heavy head wind encountered on the return journey over the five-mile course, the wind at times increasing in strength to a gale of 45 miles an hour.

The order of finish was as follows:

	Rider and Club.	Hdcp. M. S.	Time M. S.
1	H. Kaiser, Acme W.....	2:00	30:42⅕
2	J. O'Connor, C.R.C.A....	1:30	30:18
3	Ed. Goerke, Empire C. W.	2:00	30:48⅕
4	A. Morgan, Unattached..	2:00	30:48⅖
5	J. Brexel, Unattached....	1:30	30:18⅗
6	F. Mehrmann, Emp. C. W.	2:00	31:50⅕
7	G. Pepp, M.A.C.....	2:00	31:50⅖
8	S. Carman, N.E.W.....	Scr.	30:23⅘
9	J. Becht, Empire C. W...	Scr.	30:24
10	F. Fisher, I.A.A.C.....	Scr.	30:24⅕
11	J. Steinert, H'ksville A. C.	Scr.	30:25
12	J. Noonziata, I.A.G.A....	Scr.	30:25⅕
13	R. Carman, Big Mac A. C.	1:30	31:55⅖
14	I. Taub, C.R.C.A.....	2:00	32:28⅖
15	F. Becht, Empire C. W...	1:00	32:19⅖
16	B. Baker, C.R.C.A.....	2:00	32:22
17	G. Bowker, Big Mac A. C.	1:30	33:32
18	A. J. W. Eberhardt, A.W.	1:00	33:23
19	E. M. Hipwell, E. C. W..	1:00	33:23⅕
20	E. O. Spillane, Acme W..	1:30	34:51
21	A. Attardi, I.A.G.A.....	1:30	36:41
22	B. Markowitz, C.R.C.A...	1:00	37:15
23	A. D. Dawson, Atlas W..Scr.		37:25
24	P. Wo'nschlager, C.R.C.A.	3:30	43:01

Time Prize Winners

1	J. O'Connor, C.R.C.A....	1:30	30:18
2	J. Brexel, Unattached....	1:30	30:18⅗
3	S. Carman, N. E. W.....	Scr.	30:23⅘
4	John Becht, E. C. W.....	Scr.	30:24
5	F. Fisher, I.A.A.C.....	Scr.	30:24⅕

Special Prize Winners

The rider making the best time from handicap marks of 1 minute to 2½ minutes, inclusive—J. O'Connor.

The first member of the C. R. C. A. to finish—J. O'Connor.

New Cycle Club Issues Many Challenges.

Quality Wheelmen—that is the name of the latest cycling organization to spring into being in the Borough of Brooklyn, New York. A glance over the membership list reveals a quite imposing array of talent in the cycling line. Walter Raleigh, flat-floor rider and an Irvington-Milburn winner, is there; Hugh R. Brown, of the 23d Regiment; Jack Townsend, J. Murray and H. L. Lind, and experts in every branch of the pedal-pushing game.

The prime object of the "Qualities" is to promote social intercourse among the different cycling clubs in and around Greater New York, and with that point in view are out with a sweeping challenge for a pool match or tournament, three men to a team, preference given to Empire City Wheelmen, C. R. C. Association, Atlas Bicycle Club, C. R. C. of America, New York and New Jersey divisions, Acme Wheelmen, and New England Wheelmen. Further, a like challenge is posted for an inter-club bowling match and a team match for a flat-floor race; those desiring mental gymnastics will be accommodated with a pinochle team ready to meet all comers. Acceptances from any bicycle club in the metropolitan district may be addressed to Herman L. Lind, secretary, 223 Sixth avenue, Brooklyn, N. Y.

EMPIRES' CUP WINNERS ANNOUNCED

Joseph Orlando, Premier Man of Year in Club Events — Handsome Trophies Won by New Squad of Speedsters.

The winners in the seventh annual cup series of closed club races of the Empire City Wheelmen, Brooklyn, N. Y., have just been announced. The list shows an almost entirely new squad of speed merchants developed by this most active cycling club, there being but one rider, William Seegelkin, who was on the honor roll last year.

The cups, seven in number this year, are by far the most handsome ever posted by the club, and compare favorably with any trophies that have been offered for cycling competition at any time during the last dozen years. They range in size from 10 inches high by a width of six inches to the largest, it measuring 18 inches in height and the bowl being 10 inches in width at the top. All are provided with ebony pedestals. The total cost of the set is $150.

Forty-two members competed in the series, which consisted of handicap events at distances of one-half and one mile, two, five, 10 and 25 miles, the usual point system being used for scoring. The winners and the points scored are as follows: Joseph Orlando, 16; Frank Becht, 14; William Napier, 12; William Seegelkin, 12; Lawrence Happe, 10; Charles Fromeyer, 10.

The club's crack scratch bunch, among which are some of the most prominent track and road riders of the East, did not score a single point in the entire series. They are as follows: Carl F. Ericson, John Becht, Joseph Schuster, Joe Struber and Franklin Fisher.

Atlas Planning Busy Winter Season.

The Atlas Bicycle Club, of Brooklyn, N Y., is now giving the final touches to the arrangements for its first annual smoker, to be held at Stoetzer's Hall, 1213 Fulton street, Brooklyn, on December 16th, 1911. First-class talent has been engaged, an excellent course of refreshments provided for, and in all probability a set of home trainer races will be carded. In announcing the schedule for the coming winter season, on the list are noted a bowling tournament, pinochle tournament and a cross-country run. The club also claims to have the largest team in Greater New York of flat-floor riders; for these speed merchants a club point competition will be run. Road races are being planned for next spring.

Inclement weather conditions prevented the run to Lakewood, N. J., scheduled for the 12th inst., of the Atlantic City Motorcycle Club. If weather permits the run and attendant dinner among the "elite" at New Jersey's fashionable winter resort will be enjoyed to-morrow, the 19th inst.

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

FORT WAYNE, INDIANA

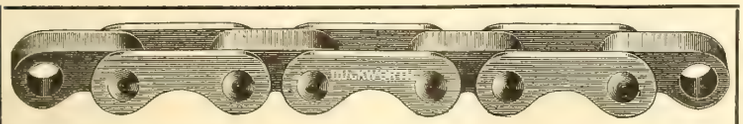
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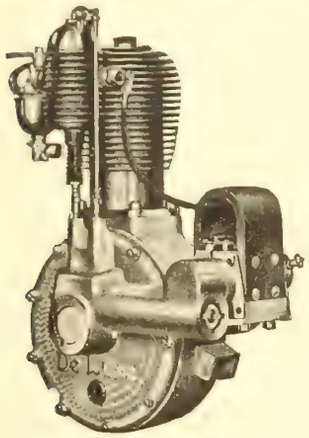
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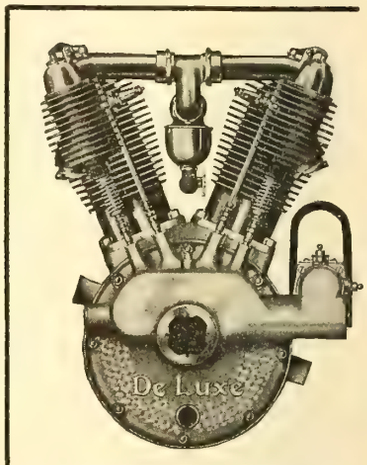
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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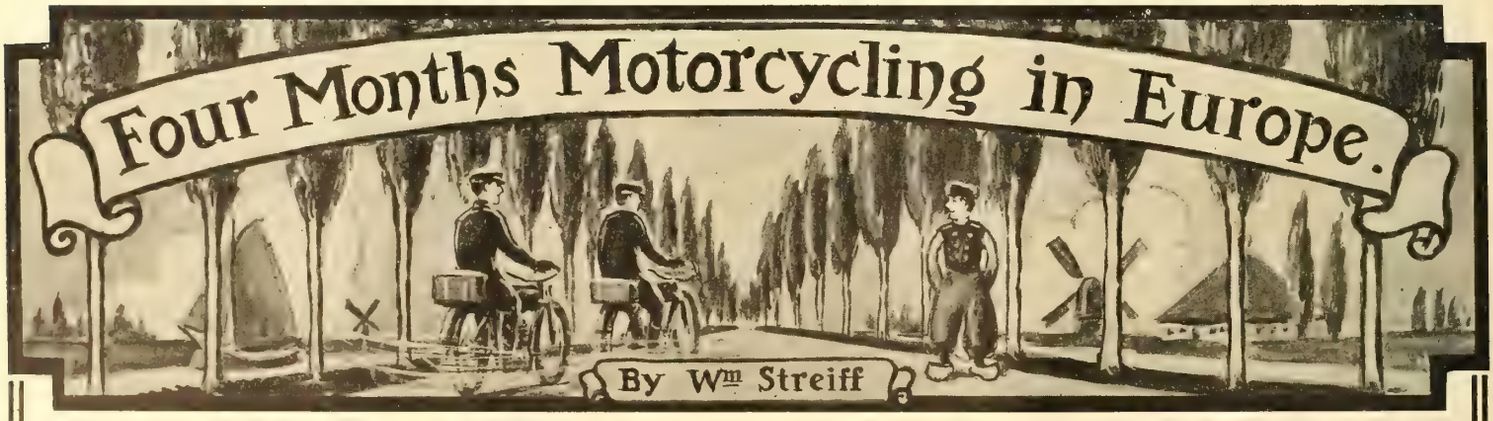
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$4500 Is Necessary

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The Bicycling World and Motorcycle Review—

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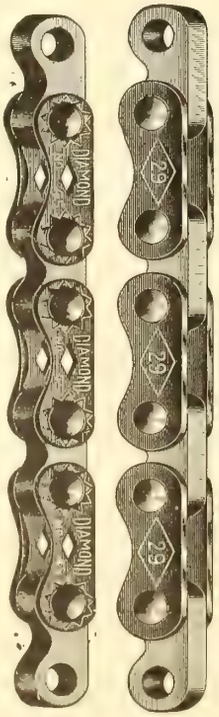
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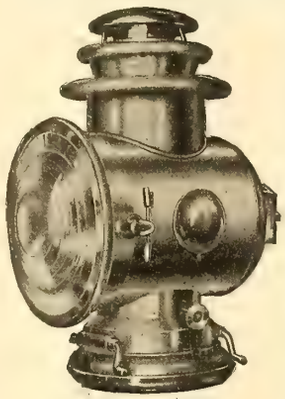
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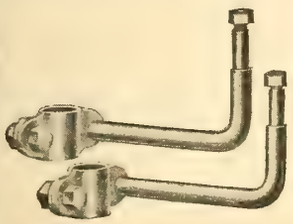
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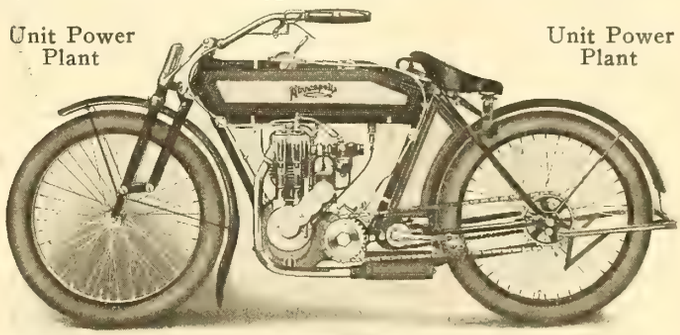
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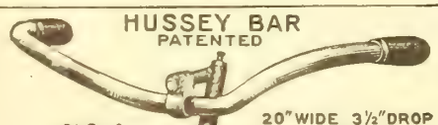
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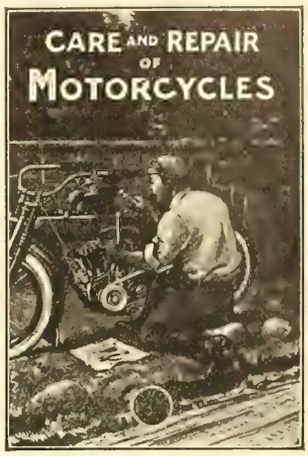
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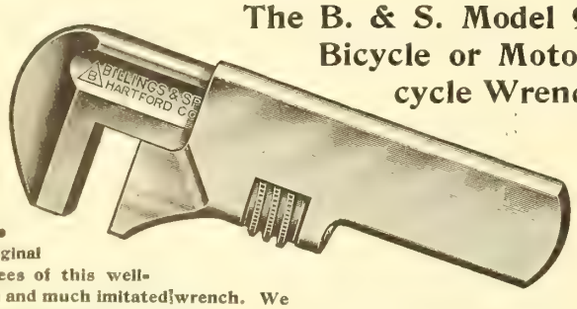
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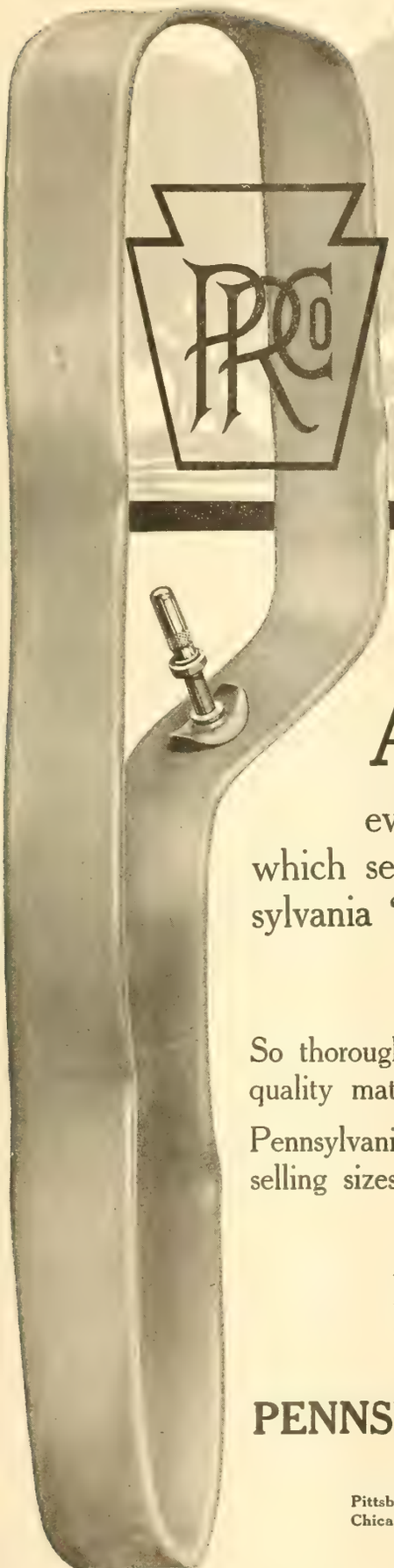
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In Your Show Window

THE Quality, Workmanship and clean-cut design of the Pope Motorcycle are so obviously of the very highest grade that the average person accustomed to high-priced machines could hardly be expected to guess the Pope price.

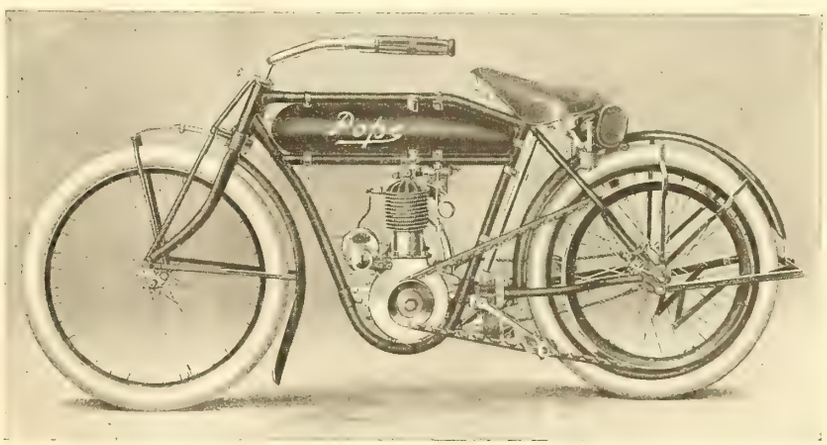
Therefore be sure to have it posted conspicuously in your show window as follows:

Pope Motorcycle
Price, with Magneto
$175

LET the people of your town have a look at the only rational, reliable, medium priced machine on the market. Order a Pope Motorcycle now before some one else gets ahead of you and arrange to exhibit it in your show window for a few days, if you can stave off buyers that long. You can't count on keeping it very long, but you can count on booking orders for future delivery.

You may expect to see a big crowd standing in front of your show window, admiring the machine that is making motorcycling popular. Don't be surprised if they block the sidewalk.

If you want to ascertain further, how the public regards the Pope Motorcycle, mix with the crowd once in a while and note the various comments. Favorable? How could they be otherwise, when a $250 machine of Pope Quality is offered for $175? We would never have made this suggestion, had we not been certain of that.



One of our dealers who followed the plan outlined above writes: "It pleases us very much to say that in all our 27 years' selling experience, there has been nothing that has caused so much interest and favorable comment among the riding public in our city, as the Pope Motorcycle. When we placed it on exhibition, it caused a sensation—people fairly blocking the sidewalk awaiting their turn to view the machine."

Another dealer writes: "It also pleased me to hear the remarks about the machine while on display in my show window."

Another dealer writes: "I have never had anything in my windows which has attracted so much attention."

Here's what another dealer writes: "I am unable to keep it on exhibition, having sold it the day after delivery."

Why don't YOU test the drawing and selling power of the Pope Motorcycle, Mr. Dealer? Then wire us your order. Let us hear from you today.

Pacific Coast Distributors of Pope Motorcycles:
F. P. Keenan Co., Portland, Ore., Northwestern Distributors
Kimball-Upson Co., Sacramento, Northern California Distributors
C. L. Smith, Los Angeles, Southern California Distributors

THE POPE MANUFACTURING CO., Hartford, Conn.

"Whitney" Chains Are Built for Strains



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through. From Los Angeles to New York, beside myself pulling 150 lbs. of extra baggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

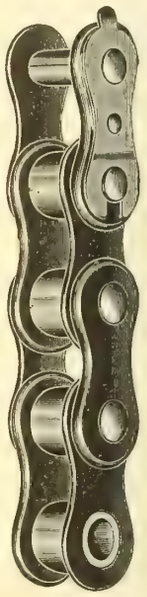
I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

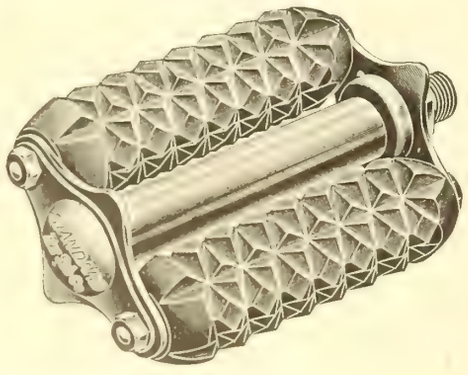
Respectfully yours,

A. H. HELGESON.

733 Ottawa St., Los Angeles, Cal.



THE WHITNEY MFG. COMPANY, Hartford, Conn.



"Auxiliary Saddles"

The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

No. 3 STANDARD MOTORCYCLE PEDAL

Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

Our products for the cycle trade include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY, Torrington, Conn.

THIS IS A SAMPLE

Make Your Child Happy With a—Fairy

Here is a Christmas present that is *sure* to please the Boy or Girl—the famous "Fairy" Velocipede, Bicycle or Tricycle. Settle the question of "just the thing" now. Get a "Fairy"—or "Fairies"—for both or all of the children.



For twenty years the "Fairies" have been the aristocrats of vehicles for children.

They are made of the highest grade of steel, richly and tastefully finished—with full nickeled parts. Every "Fairy" is ball-bearing—the easiest running imaginable. Our strong guaranty covers each machine.

"Fairies" are the great successes in *safety* and *correct design*. Exercise on a "Fairy" can be only beneficial. It is so built as to cause the child to sit comfortably and to bring the muscles into play without fatigue. Physicians approve the "Fairies."



See the "Fairies" at Your Dealer's

"Fairies" are sold at most of the large stores of the United States. If you do not find the "Fairies" at a store near you, write us and we will see that you are supplied.

The prettiest, most durable, most serviceable Tricycle ever built.



"Fairy" Ball-Bearing Bicycles have the *style* that makes a hit with the boy.



Upholstered seat, adjustable to rider.

Be Sure You Get a Genuine "Fairy"

The success of the "Fairies" has brought out several imitations. Genuine bears the word FAIRY (our registered trademark) in the lettering shown at the top of this advertisement.

Send for Free Booklet, illustrating these high-grade children's machines.

THE WORTHINGTON COMPANY
494 Center Street, Elyria, Ohio (6)

of the advertising we are carrying in journals of national circulation, and it makes people ask for the

Fairy
TRADE MARK

The most active selling high grade line of children's machines on the market. Sold through exclusive agencies in small centers and restricted agencies in the cities. Are you the live dealer to control the "Fairy" line in your locality? Think it over, but think quickly, and write for catalogue.

THE WORTHINGTON CO.
ELYRIA, OHIO.

SELLS ALL THE YEAR 'ROUND

Fisk Bicycle Tires

Extract From a Letter of a Fisk Dealer.

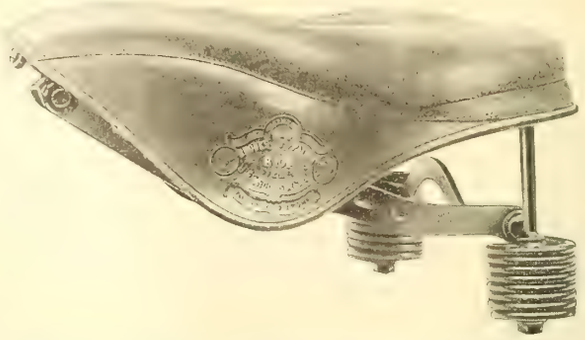
Started business 1907 against four competitors. Handled general line of tires but not a success for two years. In 1909 decided to handle Fisk Bicycle Tires exclusively. Business has grown steadily ever since while the four other dealers have gone out of business.

This dealer says his success is mostly due to the good service given by Fisk Tires.

Copy of original letter mailed on request to interested dealers.

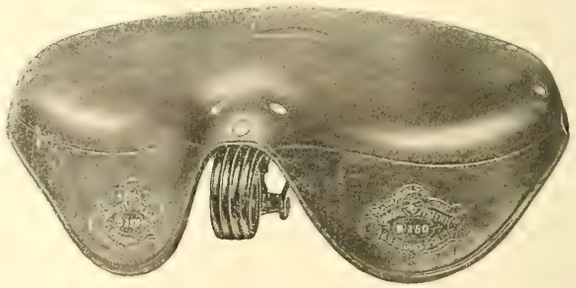
THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS

Direct Factory Service in 30 Cities



This is the BROOKS B104—

a perfect saddle of great strength and comfort. It is specially constructed to give a low riding position, and the leather is of an extra stout superfine quality and perfectly shaped. Plain or padded top.



—and This, the BROOKS B250

is a most luxurious seat for motor cycles of the non-pedalling type. It is low built, and the leather top is of the finest quality and extra stout substance, beautifully moulded to shape and of extremely comfortable proportions; this model, also, is supplied with either plain or padded top.

Both the above embody

the original and only genuine Compound-Spring—

And that is the only spring which ensures that perfect compensating action which is absolutely essential to the rider's ease and comfort.

Your customer knows that spring, and—its value.

You should know its value as an aid to easy sales!

J. B. BROOKS & CO., Ltd.

73 Criterion Works Birmingham, Eng.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren St., New York



How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

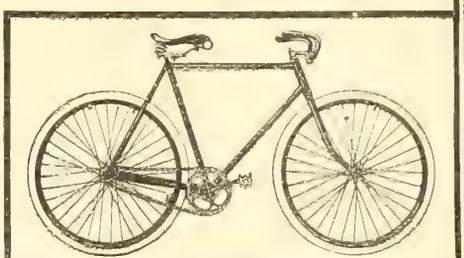
Consolidated Quality and Service Unequalled.



The Consolidated Mfg. Co.
1709 Fernwood Avenue TOLEDO, OHIO

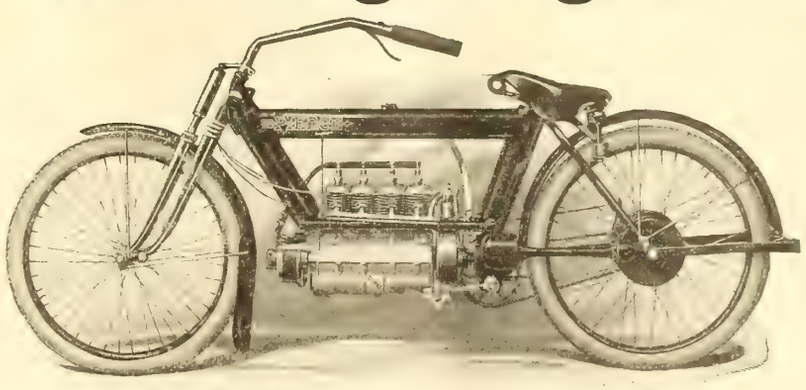
F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



Pierce Running Night and Day

Every dealer should have the agency for Pierce. Single and fours – undeniably the best motorcycles built.



Also manufacturers of the celebrated Pierce bicycles — tried and true.

Postal Telegraph — Commercial Cable
NIGHT LETTERGRAM

THE PIERCE CYCLE CO., Buffalo, N. Y. Oakland, Cal., Nov. 12, 1911.

For the third time the Pierce four cylinder has gone over 336 mile course with perfect score in third 18 hour endurance contest. Only three left out of 37 entries in original grind. Have covered 1,008 miles in 54 hours. Pierce in perfect shape to continue gruelling contest.

FRED L. BROWN.

Ask for 1912 Catalog "A" and Prices. Bicycle Catalog "AA."

THE PIERCE CYCLE COMPANY, - - - - Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

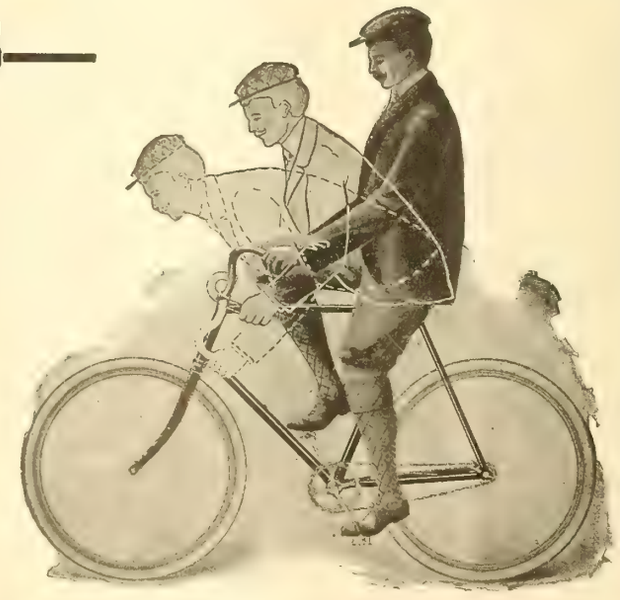
EXCHANGE AGENCIES EVERYWHERE

Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

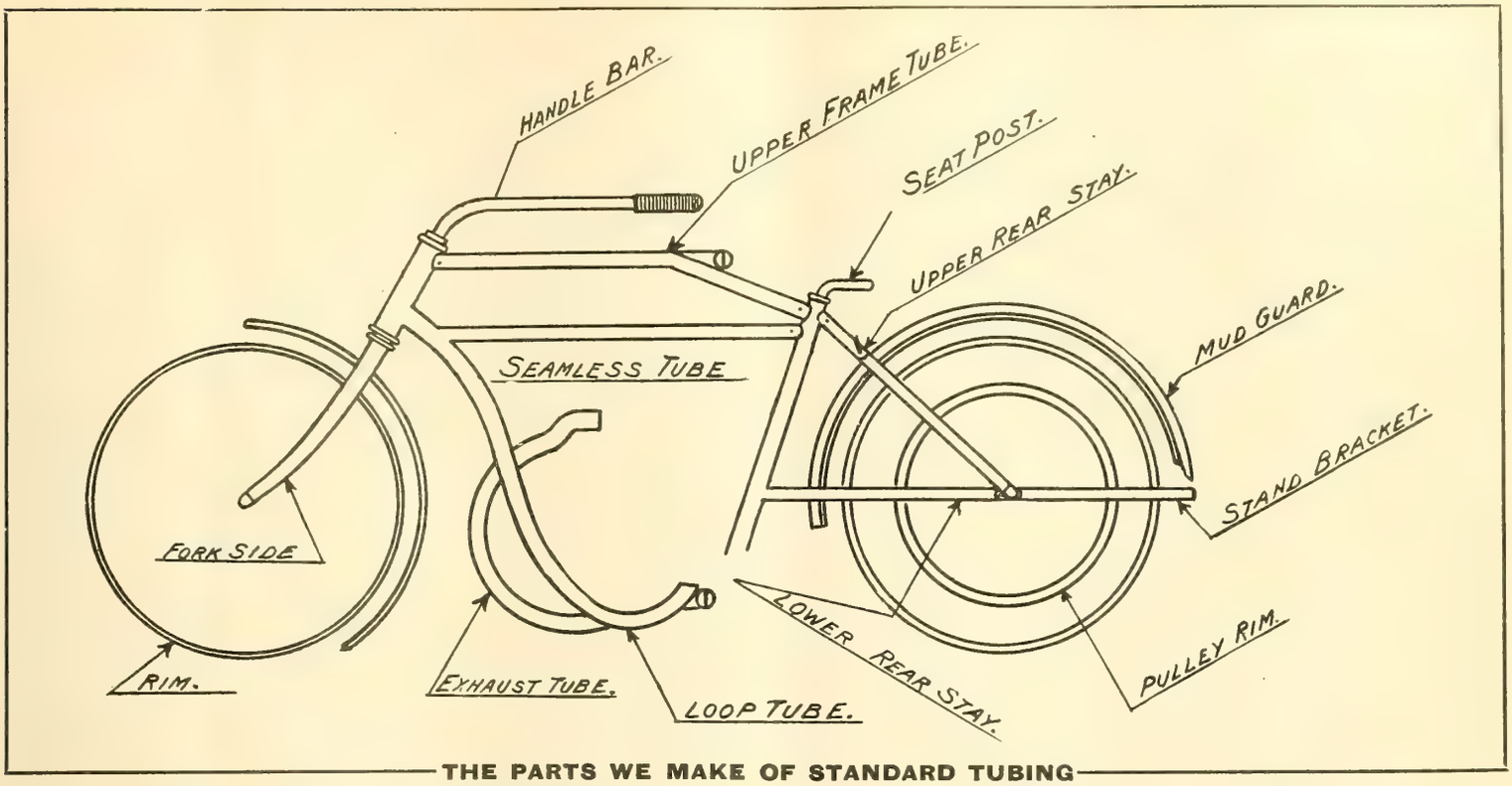
The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

Sales are stimulated when the Kelly is an equipment feature.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio



THE PARTS WE MAKE OF STANDARD TUBING

"STANDARD" SEAMLESS STEEL TUBING

¶ You will undoubtedly be surprised to know that 75% of the motorcycles and bicycles that pass you have frames and parts made of

Standard Seamless Steel Tubing

¶ No other branch of industry requires a similar product of so great strength, accuracy, density and possibilities of finish as do manufacturers of these two wheeled vehicles.

¶ Their reasons for employing Standard Seamless Steel Tubing are therefore obvious, inasmuch as they are at all times on the lookout for new materials and methods to improve their product.

¶ To better acquaint you with their reasons we shall show from time to time various machines, telling you their salient features, of which in all cases, Standard Tubing is the most prominent.

THE STANDARD WELDING COMPANY

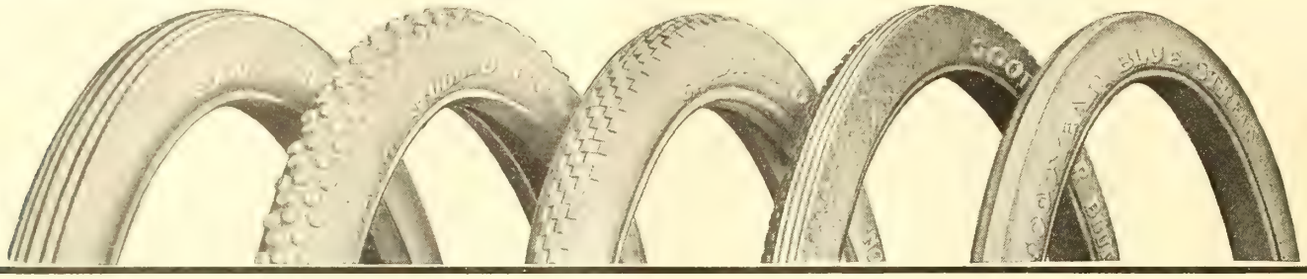
"PIONEERS WITHOUT PEERS"

CLEVELAND, O.

U. S. Express Bldg.
NEW YORK

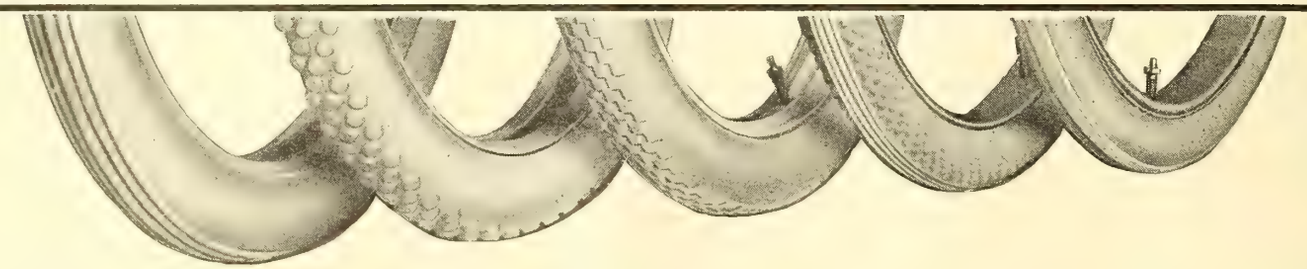
People's Gas Bldg.
CHICAGO

Ford Bldg.
DETROIT



These Manufacturers Put Faith in Goodyears—They Specify Goodyear Motorcycle Tires for 1912 Output.

Aurora Automatic Machinery Co..Thor	Harley-Davidson Motor Co.....Harley-Davidson
Black Hawk Motor Co.....Black Hawk	Hendee Mfg. Co.....Indian
Consolidated Mfg. Co.....Yale	Miami Cycle & Mfg. Co..... Merkel
Emblem Mfg. Co.....Emblem	Minneapolis Motorcycle Co..... Minneapolis
Excelsior Supply Co.....Excelsior	Thiem Mfg. Co..... Thiem
Flanders Mfg. Co..... Flanders	Wagner Motorcycle Co..... Wagner



Don't overlook the deep and vital **significance** of the proof given above. It applies equally to those who sell and those who buy motorcycle tires. It signifies that tire-perfection has developed from a fog into a **fact**—that tire-service has passed from a **conjecture** into a **certainty.** No longer can skeptical minds be doubtful. A certainty of service on a maximum basis **can** be the only foundation on which these great and well known concerns have built their allegiance to Goodyear Motorcycle Tires. As a result of this authoritative recognition of tire-superiority, motorcyclists will be thousands of dollars **in-pocket.** Tire-trouble days are passed.

Prime Tires for Winter—and All the Year Around

The Goodyear Studded Tread is the ideal tire for icy travel. Because of its great and unequalled endurance and road-gripping qualities this thick-treaded tire promises the utmost in service.

This Studded Tread Tire as well as all the Goodyear Motorcycle Tires, are the boiled-down results of over 13 years' tire building experience. All that is known about Successful Auto Tire-Building has been summed up in these motorcycle tires. They are built on the same machines of the same high grade material and by the same skilled, conscientious workmen who worked such wonderful service into famous Goodyear No-Rim-Cut Auto Tires.

Is it any wonder that motorcycle manufacturers should be willing to pay tribute to such tires? Is it any wonder that successful, far sighted dealers gladly specify them?

Goodyear Motorcycle Tires hold all world's records for speed and endurance. They are the most resilient tires and they are built with thickest treads. This means a greater certainty of service and a lesser liability of punctures. Yet Goodyears cost no more than lesser-service Motorcycle Tires.

GOODYEAR
Motorcycle Tires

To do full justice to yourself and render most service to your trade specify one of

THE FIVE GREAT TIRES

1. **Goodyear Corrugated Tread Tires**—For the average give-and-take road.
2. **Goodyear Studded Tread Tires**—For mud, sand, snow and ice travel.
3. **Goodyear Non-Skid Tires**—For use on slippery pavements.

4 and 5. Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

Send for Our Book on "Motorcycle Tires." It Describes Them All.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

(442)

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, November 25, 1911. No. 10

DAVIDSON ON PRICE SITUATION

Milwaukee Motorcycle Manufacturer Expresses His Views—Inevitable Parting of the Ways, He Says.

Walter Davidson, also Arthur Davidson, of the Harley-Davidson Motor Co., were in New York during the present week. The object of their visit was two-fold. En route from Milwaukee they had dropped off at several points to say How'dy' to their agents, which was one of their purposes. The other was to select and purchase additional machinery that is required in their big new plant. They expressed themselves as well satisfied alike with the portion of trade that had come their way this year, and with the larger share that is ahead. They declared that the recent flurry in motorcycle prices caused them no concern.

"We were first to fix our prices for 1912 and they were not altered," declared Walter Davidson, "We lopped off $25 and at the same time we added $25 to the value of our machines. That free-wheel clutch of ours, and that 'Ful-floteing' spring seat—there's nothing in the same class with them—are worth every cent of $25, and most of our agents realize the truth, and are going right along doing business as if no manufacturer ever had cut his price to the bone. Personally, I'm rather glad that our price is just where it is. There was bound to come a time when there would be a parting of the ways—a time when the various motorcycles would seek or fall into their respective and proper price classifications. It is so in all other industries, and why not in the motorcycle trade? No one expects to receive the same value, nor can he obtain the same service, or the same comfort and general situation from an automobile costing, say, $600, that he secures from a car costing $1,600 or $3,600. It simply can't be done. It all is a question of values and common sense. There simply has been a proper readjustment of values in the motorcycle business, and we are happy to find what we always knew, that the Harley-Davidson is in the $1,600-$3,600 class, and not in the $600 set, so to speak."

Talking generally of the new features of the Harley-Davidson, Walter Davidson laughingly remarked that the Ful-floteing seat came near causing a small strike on the part of their testers. Several of the latter had been permitted to use the new seat and were then required to go back to rigid frame machines to test out a particular feature. In the course of a day or two, three of the testers declared they would ride rigid frames no more—that they must have the new Ful-floteing seats or they'd quit their jobs.

"And how about that agent who wrote that the new seat was so comfortable that he rode on a punctured tire and didn't know it until he got home?" interjected Arthur Davidson, as his elder brother was telling the "strike" story.

Tucker Leases New York Warehouse.

Following his action in locating a warehouse in Chicago,—Tucker, who is the Tucked Wood Work Co., of Sidney, Ohio, came to New York last week and leased a similar storehouse in the big city where ample stock of Tucker wood rims will be carried for the convenience of Eastern jobbers. So far as the metropolitan trade is concerned, the distribution of the rims will be in the hands of the New York Sporting Goods Company, one of the best known distributing houses in the East.

SOUTH WAKING UP TO MOTORCYCLES

Chapple Returns With Glowing Report of Prospects for 1912—Dealers Grasping Their Opportunities.

Returning from a two months' trip through the South, A. G. Chapple, of the Miami Cycle & Mfg. Co., Middletown, O., arrived in New York City early this week, bubbling over with enthusiasm over the prospects for the growth of motor cycling in Dixie next year. In his travels through the Carolinas, Georgia, Florida, Alabama, Mississippi and Louisiana, Chapple says he found dealers highly enthusiastic over the outlook for next year, and predicts that the number of motorcycles that the South will absorb in 1912 will be a big surprise to those who have not their ears "close to the ground."

"While Georgia is the banner motorcycle State of the South at present, its sister States are coming up strong, and the Southerners are just waking up to the possibilities which the motorcycle holds for them in a commercial way, and for enjoyable recreation too," says Chapple. "The New Orleans (La.) police department just has put in commission a squad of 10 motorcycle officers, and in the short time they have been out, they have done such good work that the department heads are wondering why they did not investigate the motorcycle before, for police work.

"Over in Tampa, Fla., J. D. Hanna, a dyed-in-the-wool rider, is lieutenant of police and supervises the local motorcycle fleet. Incidentally Hanna is a great F. A. M. booster, and does not confine his boosting to Tampa alone but spreads it as far

around the State as he can cover. Fruit brokers in Florida have found motorcycles the last word in transportation for covering the orange groves. Heretofore these brokers have used light automobiles of the watch charm type for this purpose, but even with these toy cars they had to take to the roads which in many places are none too good. With motorcycles they follow paths through the groves, and not only save time and distance, but do not have to tackle bad roads in covering the groves.

"Jacksonville is a live motorcycle town, and the local club is booming its race meet set for Thanksgiving Day. But Savannah, Ga., is 'the' motorcycle city of the South. Heretofore the local dealers have been at war with one another, and as a result the whole trade suffered. Now however, they have buried the hatchet and passed round the pipe of peace. There are more motorcycles in use there than in any other place below the Mason and Dixon line. Several things tend to bring this happy condition about, among them the good streets, the fine roads in the suburbs, the ideal 17 mile race course, and the general prosperity of the inhabitants, particularly among the class to whom motorcycles appeal.

"Strange to say Augusta comes ahead of Atlanta when motorcycles form the basis of rating. Augusta is overflowing with enthusiasm, largely due to the efforts of F. A. M. State Commissioner Watson, who also is a dealer. The reason for the slow growth in popularity of the motorcycle in Atlanta is that it is the leading automobile city of the South, and the prestige accruing from the ownership of a car, a notion strongly fostered by automobile dealers, has led many people who might have considered a motorcycle, to take a car instead. However, the situation is changing rapidly, for the motorcycle has forced recognition for itself, and now is "taking on" rapidly with Atlantans. J. D. Miller, who succeeded R. H. Colburn, in the local Merkel agency, has just established a motorcycle messenger service which has become quite popular.

"Despite the low price of cotton, the Southerners are buying motorcycles heavily, and where finances are limited, do not hesitate to deny themselves something else in order to have a motorcycle. While both agents and owners are 'from Missouri' and 'have to be shown,' once they are convinced they do not have to be pried from their money. When they have made up their minds the dealers sign contracts and place deposits without dallying, and they have big strings of orders and prospects on file. The belt drive, either flat or V is preferred to the chain in the South. Every city and town has its local champion, and swarms of races have been held at the local fairs this fall. Racing is very popular down there, and there are a few of the Southern riders who could hold their own with the Northern stars on dirt tracks.

"Practically all of the big Southern bicycle jobbers who heretofore have carried motorcycles, as a sort of side line, and regarded them as the tail of their business, now have waked up and made it the head. There are big opportunities throughout the South for live men to sell motorcycles. Here is just one instance: Last spring J. F. Greenough, a New Yorker, went South and located in Charleston, S. C., and opened a motorcycle store. Heretofore Charleston had been asleep as far as motorcycles were concerned, but Greenough soon woke it up and has kept it awake. He has one of the best motorcycle stores in the South, carries several leading machines, and is progressive and a hustler. There is room for a great many more Greenough's down there.

"New Orleans may have some motorcycle races this winter. John Chapman, the bicycle promoter, and Arthur Mitchel, the motorcycle racer, have gotten together and are talking of running weekly meets at the Fair Grounds. Chapman has abandoned his intention of building a bicycle track in New Orleans and now is regarding Jacksonville favorably as a location. Homer George, the automobile promoter, is going to run a big meet at the Mardi Gras in February, and of course, motorcycle events will figure big on the card.

"Satisfied with my trip? I should say yes. It was the best I have ever taken, from a business standpoint. I signed up a great many good agents, and as a result, Merkels will be more plentiful than ever in the South next year."

Manhattan Storage is Now Insolvent.

Another severe jolt, if not the final blow, was delivered November 22 to the business careers and operations of David Grinberg and Adolph Morris, by a petition alleging insolvency being filed against the Manhattan Storage Company, the elder child of their active intellects. Following as it does, the death last month of the Hayes Rubber Company, another Grinberg-Morris industry, it looks like the final roll call.

The petition was filed by the Lovell-McConnell Mfg. Co. and two other creditors. The first mentioned creditor's claim was for $1,693, and the aggregate of the two others amounted to $188. The liabilities of the defunct company are given as $3,000, and the assets at $500.

For some time past the Grinberg-Morris combination has not been dealing in bicycles, but has devoted its energies to second-hand automobiles and automobile supplies and parts. It has also dealt in motorcycles.

May Use Motorcycles for Repair Men.

For the puprpose of testing the suitability of motorcycles for the use of its inspectors and repair men, the Atlantic Blaugas Co., of New York City, has purchased and put in service an Excelsior twin. If the machine comes up to expectations the company will purchase more next spring. The company supplies compressed gas for lighting suburban homes, and constantly has a staff of men on the road. Finding railroad expenses rather stiff, the motorcycle method of transportation is being investigated in the hope of enabling the travelers to cover their territories with less expense. The sale was put through by T. J. Sixsmith, New York distributor for the Excelsior.

Western Electric to Buy Machines.

The Western Electric Co., of New York City, is contemplating the purchase of more motorcycles for use in the telephone service. The company is closely allied with the Bell telephone interests, supplying them with all operating equipment, and already has furnished a number of machines for the use of the New York Telephone Co. Any prospective purchase of machines simply would be in the nature of increasing the present fleet, for motorcycles have been used in the New York telephone service for several years.

Canada to Have F. A. M. Repair Shops.

Toronto, Ont., Nov. 21.—This city will be well represented in the F. A. M. list of official repair shops, several of the local motorcycle dealers having taken out certificates. Apparently the dealers have seen the handwriting on the wall, in the general trend toward affiliation with the F. A. M. now evident among Canadian clubs and riders, and consequently figured that it would be a wise move on their part to get aboard the F. A. M. band wagon also.

Chicago Branch for Continental.

The Continental Rubber Works, of Erie, Pa., have decided to open a branch in Chicago, and have secured quarters at 31 North Canal street. Fred W. Fee, formerly manager of the Chicago branch of the Corbin Screw Corporation, and well known by bicycle jobbers and bicycle and motorcycle manufacturers in the Middle West, will act as the manager of the new branch of the Continental company and handle the Middle Western territory.

Gas Company to Use Motorcycles.

The Elyea-Austell Company, local distributors of the Indian in Atlanta, Ga., recently furnished three four horsepower machines to the Atlanta Gas Light Co. The Elyea-Austell Co. have supplied "Indians" to a number of business houses in their city and all report that they are doing extremely satisfactory work.

Glasser Succeeds Hart in R-S.

W. B. Glasser, formerly of Denver, Cal., has been appointed assistant sales manager and advertising manager of the Reading Standard Co., Inc., of Reading, Pa. F. B. Hart is no longer with the company.

Motorcyclists of Galveston, Tex., held a meeting last week and organized the Galveston Motorcycle Club.

GERMAN MOTORCYCLIST'S TROUBLES

Red Tape Responsible for Astonishing Conditions in the Trade—Export Only Salvation of Most Manufacturers.

Apropos of the Berlin automobile show last month a question as to the present condition of the German motorcycle trade was put by Prince Henry to the managing director of the N. S. U. company (Neckarsulmer Fahradwerke), and it was answered in a way which nearly took the questioner's breath away. According to the statement of the manufacturer—and he surely ought to know, there are today less than 18,000 motorcycles in use in the Fatherland, while as late as three years ago one of the largest clubs alone had fully 10,000 members, and about 70,000 machines ran the roads. What is the cause of this loss?

In an endeavor to answer this question the Allgemeine Deutsche Automobil Club appointed a technical commission, whose duty it was to find means by which the efficiency, economy and reliability of the motorcycle might be increased and improved. Valuable prizes were set aside to be given to the manufacturer whose product showed the greatest technical improvement in a given time and made the biggest numerical gains in the German home trade. To the surprise of everyone connected with the trade, the commission reported itself unable to greatly improve the present high efficiency of the motorcycle and—what is still more remarkable—also unable to award any of the prizes, as no manufacturer had made any gains in the home trade, when the commission examined the factory sales records. On the other hand, wonderful strides were made in in export of the two-wheelers, proving conclusively that the trouble lay not so much in the technical part of the matter, but in some social or politico-economical conditions peculiar to the German empire.

The commission then applied itself to the solution of this problem with astonishing results. It was found that over 30,000 motorcycles were slumbering in sheds, barns and backyards, in cellars, garrets and stables all over the country; that more than 10,000 has been sold across the frontier after having been used a little while, and that hardly any dealer in motorcycles in Germany made a living out of the sales on machines. The manufacturers worked full speed, but their product went abroad; had it not been for the greatly grown export trade, many of them would have been forced out of business. And it was also discovered that the whole trouble started in the first few months of 1911, when the new motorcycle regulations for Germany went into effect.

These regulations make the riding of a motorcycle a thing to be dodged and dreaded instead of desired. In order to be allowed to mount a machine in Germany the would-be motorcyclist has to furnish the following papers and go through the following examinations:

		Cost, Marks
1	Certificate of the factory giving power, brake arrangement, etc., in the manner required by the government	1.50
2	Certificate of having acquired a thorough theoretical and practical education in the riding of a motorcycle	80.
3	Birth certificate	.50
4	A special unmounted photograph of applicant	3.
5	Physicians' certificate as to absence of bodily ailments	5.
6	A petition to be permitted to ride	.20
7	An oral examination before government officials	15.
8	A petition to government to allow the motorcycle to be ridden on the public highways	.20
9	In case factory does not give certificate required under No. 1, an official certificate testifying to power, brakes, etc.	15.
10	Paying the license fee	10.
11	Identification papers	3.50
12	Personal appearance at tax office, to have identification card stamped	.50
13	Personal visit to police department to get license card and number	....
	Total	134.40

After reading through the foregoing regulations, it hardly is any wonder that the German would rather go without a motorcycle than fulfil all these fancy rules. As a result the trade suffers, the sport dies and the world laughs at German red tape.

If Omaha (Neb.) motorcyclists see an exhibit of 1912 models, either a joint show week in dealers' stores or an independent motorcycle show must be held, as lack of space in this year's automobile show prevents combination.

BREED LOCATES AT BAY CITY

Report States That Manufacturers of "G. W. Breed" Motorcycle Will Move from Detroit.

Having let the fact be known some time ago, that it could be wooed and won from Detroit, Mich., by any city that would erect a $15,000 plant for its occupancy, the G. W. Breed Mfg. Co., which was organized several months ago to build the G. W. Breed motorcycle, has given its heart and hand to Bay City, which has complied with the terms imposed. Bay City is keenly alive to the desirability of luring new industries to the city, and when its improvement association learned that the Breed company, like Barkis, was willin' to come if a factory was erected for it, no time was lost in circulating a subscription paper.

At a meeting of the association last week it was reported that practically all of the amount required had been subscribed, and bids will be called for without delay. It is expected to have the plant ready 30 days after construction work is begun.

This Comes by Aerial Post from London.

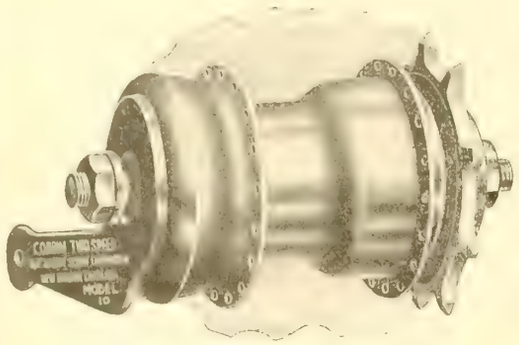
Carried by the first aerial post from London to Windsor, the postcard shown herewith was received by The Bicycling World and Motorcycle Review. The following message appeared on the reverse side:

"Compliments by the first aerial post. Brown Brothers, Limited, the world's largest cycle and motor material manufacturers and merchants, present their compliments to the editor of The Bicycling World and Motorcycle Review on the occasion of the inauguration of the first U. K. Aerial Post and trust that their pleasant business relations will always be maintained. Great Eastern street, London, E. C."

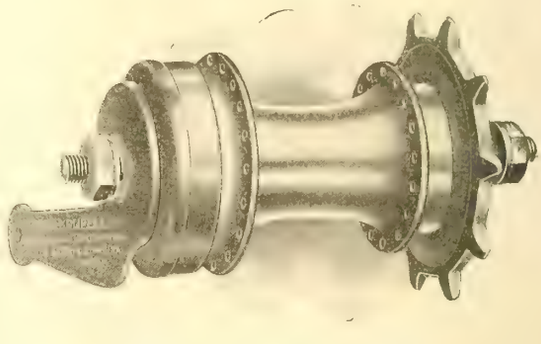


POST CARD SENT BY THE FIRST UNITED KINGDON AERIAL POST

THE CORBIN SCREW CORP.
CORBIN
NEW BRITAIN, CONN., U.S.A.



Corbin Two-Speed Coaster Brake



Corbin Duplex Coaster Brake

¶ Corbin Duplex Coaster Brakes and Corbin Two-speed Coaster Brakes have been long and favorably known to bicycle manufacturers. They have been leaders in quality and dependability since their introduction and will remain so for seasons to come.

¶ Original constructive features and quality workmanship are found in Corbin Coaster Brakes.



Corbin Rear Hub

WRITE FOR OUR
1912 CATALOG



Corbin Front Hub

THE CORBIN SCREW CORPORATION
New Britain, Conn.
Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 25, 1911.

ANNOUNCEMENT.

Development of forces harmonious to the attainment of successful ends are essential to the production of a publication devoted to the enlargement and conservation of a specific industry. The Bicycling World and Motorcycle Review has for many years enjoyed the confidence of the trade and the user of the trade's productions, and it is the purpose of the publishers to retain that confidence for all time.

With this week's issue two well-known newspaper men become affiliated with this publication, both of whom have had wide experience in publishing and editorial work, and whom we briefly introduce to our readers and advertisers.

A. Eugene Bolles, who assumes the duties of vice-president and general manager of the Bicycling World Company, made his entrance into the publishing business 30 years ago, and has a practical knowledge of its varied branches. He entered the field of class journalism some 15 years ago, and has since that time, been connected in an executive position with such notable publications as the Marine Review, Hardware, American Exporter, Horseless Age, House Furnishing Review, Glass and Pottery World, and Advertising and Selling. He was vice-president and general manager of the last named publication prior to accepting his present position.

Richard F. Kelsey, who assumes the duties of managing editor with this issue, is also a practical newspaper man of wide experience, and is well known in the field of cycling sport, having served as an official of the National Cycling Association since its inception, and was, prior to that time prominently identified with the League of American Wheelmen. He was one of the original editorial staff of the American Wheelman, and was later an editor of The American Cyclist, which was subsequently absorbed by the Bicycling World. From 1906 until 1910 he was associate editor of the Automobile, and up to assuming duty on this journal, managing editor of the American Motorist, the official organ of the American Automobile Association.

J. A. Hall, who has been acting editor-in-chief for the past six months will continue his connection with the publication as associate editor.

It is the purpose of the new administration to pursue an aggressive business and editorial policy, broad and liberal in treatment, the results of which we hope will meet the approbation of our host of readers and the trade at large.

American Must Be Represented.

Lovers of the sport of cycling will be pleased to learn of the wide interest that is being taken in the movement to send an American team to combat for honors in the 200 mile road race around Lake Malar during the Olympic games at Stockholm, Sweden, next July. This is the only cycling event held in connection with the games, but its importance in determining the standing of American athletes is so marked that the opportunity cannot be passed over without considerable loss of prestige to this country as a whole.

The contest around Lake Malar calls for riders of peculiar stamina and staying power, but there is every reason to believe that we have on this side of the water just the material that can win the race, and the distance is to our liking. Victory for an American team, on American wheels, would give an impetus to the trade that is pleasant to contemplate. Manufacturers as well as the club should awaken to the possibilities of an Olympian victory, and assist in every possible way in the development of a representative team. It is time to think about it now.

Heavy Penalty For Noisy Riders.

According to a news item the deputy city attorney of Los Angeles, Cal., has drafted a lengthy new ordinance for that city which contains many provisions effecting the motorcycle, and the most important of which is the mandate against the use of muffler cut-outs in the public streets. The penalty for anyone violating any of the provisions of this act is $500 fine, imprisonment for not more than six months in the county jail, or both. What a wonderful aid to the promotion of the interests of motorcycling it would be if every city in the country was to pass a law similar to the Los Angeles act. Then we would really see motorcyclists going through our streets as they should, quietly, without jarring any one's nerves, scaring horses or giving the impression that the motorcycle is nothing but a dirty, noisy machine. Los Angeles motorcyclists are to be congratulated upon having such a progressive city official who, acting in such a manner does so much for the best interests of the sport. Let other cities follow.

How Air Leaks Upset Mixture.

One of the most puzzling causes of erratic motor action is due to leaks in the inlet manifold, caused by straining in drawing up the unions or disalignment of the pipe mouths when coupled. Any opening in the manifold other than the regular one at the carbureter allows extra air to be drawn in, upsetting the mixture and causing "surging" and skipping of the motor. Such leaks may be detected easily by resorting to what is known as the "smoke test," a trick of the plumbing trade used for determining the tightness of pipe joints. In applying the "smoke test," a short length of rubber tubing is attached to the air intake and tobacco smoke blown into the tube. If smoke emerges from the manifold it, of course, is sufficient evidence that an air leak exists. For non-smokers the test is made by applying soap suds to the manifold and unions with the motor running, when leaks will be indicated by the suction drawing the bubbles inward.

CORRECT SETTING OF THE MAGNETO

Many Factors Which Determine It — No Fixed Rule But Experiment Necessary in Each Case — Small Spark Plug Gap Required for Slow Speed — Erroneous Theories.

It is a well known fact that the accurate timing of the ignition spark in relation to the position of the piston is an important factor in the efficiency of a motorcycle engine, and as the magneto has been adopted almost universally by motorcycle manufacturers throughout the entire world, the proper timing of its spark should be given close attention. Although frequently requested, no set rule can be given for timing, inasmuch as the proper point of ignition varies according to the peculiarities and characteristics of the individual motor.

In an article recently published in several of the motor trade journals it was stated that the correct ignition point is one-eighth of the engine stroke; on this basis, with a motor, for example, having a stroke of four inches, the proper amount of ignition advance would be four-eighths of an inch, or one-half inch before top dead center. It is true that some motors having a four-inch bore would require the spark to occur one-half inch before top dead center to obtain the most efficient results, but it is equally true that this advance would be quite incorrect in other motors having the same stroke.

If an engine is so constructed that the ratio of compression is high and the combustion space is rather small, the required advance would be considerably less than would be the advance for an engine of low compression and having large combustion space. The normal speed of the engine is one of the great factors in establishing the proper time for the ignition spark, as it readily can be understood that a greater advance would be required if a motor was running 1,200 R. P. M. than if the same motor revolved at 600 R. P. M. maximum speed.

The time required for the complete propagation of the flame through a given mixture in a given combustion space is the same whether the motor runs at 1,200 R. P. M. or 600 R. P. M., but the interval between the time the spark occurs and the complete combustion of the mixture naturally is lessened when the motor operates at a higher rate of speed. Bearing this fact in mind it readily can be understood that a greater advance would be required for high speed motors than for those operating regularly at from 500 to 600 R. P. M., in order to allow time for complete combustion of the mixture after its ignition and before the piston starts on the explosion or power stroke.

Another item that must be taken into consideration is the length of the piston stroke of the motor, for the longer the stroke the greater must be the spark advance, other conditions, of course, being equal; thus for an engine of three-inch bore and four-inch stroke the ignition advance would be greater necessarily, than if the engine was constructed with the bore and stroke equal viz.; three and one-quarter inches. This is what is known technically as a "square" motor.

Still another determining factor in the degree of spark advance is the location of the spark plug. If the plug is located in the cylinder head with the points or electrodes projecting into the center of the combustion space so that they are in the path of the incoming charge, a small advance naturally would be required, whereas, if the plug location was such as to bring it on one side of the combustion chamber, and, due to form of construction or otherwise, the electrodes were in a more or less pocketed position, the advance required would be greater, so that this conclusion easily may be drawn, viz.: that the exact time when the ignition spark should occur in order to obtain maximum efficiency cannot be determined by rule, but only by experiment.

In timing the modern type of motorcycle magneto, the best results may be obtained by so setting the contact points—with the circuit breaker box of the magneto in full retard position—that they will separate and cause the ignition to occur when the piston is at top dead center. Whether or not the advance position then will be correct, only can be determined by actual trial, and if, after the experiment, it is found that the motor does not run as efficiently as it should, the relation of the magneto armature to the main shaft of the motor can be changed, and, in accordance with carefully noted tests, satisfactory results may be obtained.

Another statement that is quite untrue, and which has attained considerable circulation in motor trade journals is that, if it is desired to operate the motor at very slow speed the spark plug points should be opened until they are a full one-sixtenth inch apart. This statement is exactly contrary to the actual condition which the following of such advice would bring about, and the majority of motorcyclists are quite aware of the fact that it would be mighty difficult to start their motors if the spark plug points were so adjusted.

When the magneto runs at slow speed, as is the case in starting or running a motorcycle slowly, it does not produce a current as intense or of as high a voltage as is the case when it operates at high speed, and, in consequence, the current would be insufficiently strong or powerful enough to jump across a wide gap; thus, if it is desired to operate the engine slowly the spark gap of the plug should be smaller than if the motor was operated only at high speed.

In its instruction book of its motorcycle magnates, the Bosch Magneto Co. advise that the best results for normal operation can be obtained with the spark plug points separated one-half of a millimeter or one-fiftieth of an inch. This distance is equal approximately to the thickness of an ordinary visiting card. It is quite true that certain characteristics of an engine will influence the proper width of the spark gap, but it is rare indeed, when conditions require this gap to be greater than one-thirty-second of an inch under any circumstances.

A. H. BARTSCH.

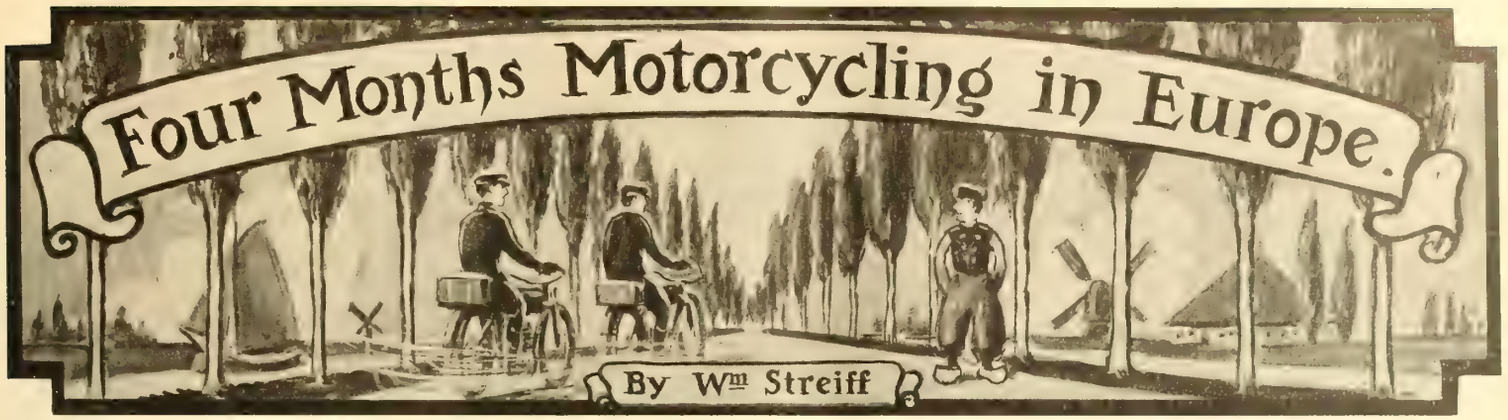
Dealers' Association Growing.

Three new members were elected at the regular meeting of the Motorcycle Dealers' Association of Greater New York, on Tuesday, 14th inst. The new recruits are as follows: C. Krebs, Newark, N. J.; Callwell Motorcycle Agency, Newburg, N. Y.; J. Steele, Midland Park, N. J. The meeting was called at 10:30 p. m. by President Gliesman. Secretary Rotholz read the minutes of the last meeting, which were approved. President Gliesman reported that in behalf of the association a letter of sympathy was sent to Frank Hart, the injured racing man.

The advertising committee reported having inserted advertising in the Guttenberg race programs, and also that 10,000 circulars giving the names and addresses of members, and machines handled, had been printed and distributed among the members for general circulation. The suggestion of compiling a log book for free distribution to motorcyclists, containing a list of the members of the association and their lines, was favorably received.

President Gliesman referred to the dinner which the United Cyclists proposed tendering to the motorcycle and bicycle manufacturers during show week, and as the association had intentions along the same line, it was suggested that both organizations co-operate in the matter. A committee to represent the association will be appointed at the next meeting.

Agitation regarding the securing of uniform ferry rates for motorcycles and riders in Greater New York, was introduced. It was brought out that ferry rates were widely dissimilar, ranging from five to 20 cents, according to the particular ferry used. A committee will be appointed later to look into the matter. The association voted to hold its first annual dinner during the first week of December, and a committee will be appointed later.



Having made up my mind to tour Europe by motorcycle last summer, I decided that such a trip would be more pleasant and congenial for two than for one, so I started out to find an acceptable companion before leaving, if possible. After considering several applications received in response to my advertisement, I finally decided that Joseph Esler, of Quincy, Ill., would prove an agreeable riding partner and notified him of his selection, and he came to New York, where we made final arrangements.

Esler had a five horsepower Indian of 1911 vintage, while I decided to use my trusty N. S. U. four horsepower single, which had carried me across the continent from San Francisco last year. We left New York June 28, and were fortunate enough to secure passage on the giant new Olympic, the largest steamship in the world, on her maiden trip eastbound. This leviathan has accommodations for over 2,500 passengers, and is the last word in luxurious ocean traveling.

After seven days out of sight of land we touched Plymouth, and discharged a number of passengers. Cherbourg was the next stop, where we lay over several hours, and next day we docked at Southampton, the last port of call, at one of the largest piers we ever had seen, being nearly 1,000 feet long. When we arrived the great dock strike was in progress, and we experienced considerable difficulty in landing and getting our effects ashore. After passing the customs, we were bundled into a special train, which in comparison with an American train, seemed like a toy. The coaches are smaller and lighter, and the roadbed is narrower. In passing through cities, the English railroads cross on embankments and bridges, so that there are no grade crossings and few fatalities. The locomotives carry no headlights.

At the World's Metropolis.

We arrived in London on the evening of July 5, and at once sought a hotel. It is the custom over there to make a flat rate for a night lodging and breakfast. Because of the temporary loss in transit of Esler's machine we were delayed in London several days and passed the time visiting the leading motorcycle and accessory firms, among them the Indian and N. S. U. branches, and the Bosch magneto, Jones speedometer, Shamrock Gloria belt and Peter Union tire stores, where we were cordially welcomed.

Saturday, July 8, we visited famous Brooklands and saw DeRosier hang up some English records. Of course it was necessary to have licenses before attempting to ride in Great Britain, and we called at the magnificent headquarters of the Auto-Cycle Union in the Royal Automobile Club building to procure them. The A. C. U. is the motorcycle branch of the R. A. C., and the motorcycle governing body of Great Britain, being similar to our F. A. M. Memberships and touring cards were issued to us for $1.20 each, and we also had to get driving licenses, which cost another $1.20 for license and number plate. The assistant secretary, Mr. Bradley, was very courteous, and escorted us through the building. I believe it is the most luxuriously fitted club in the world, and contains everything the heart could desire to add to one's comfort.



HISTORIC WESTMINSTER ABBEY

Having finally recovered Esler's machine we put both in readiness and started forth from London July 20 on the first leg of our tour. We followed the Great North Road, which is hundreds of years old, and is a trunk touring line, so naturally it is kept in superb condition. Mr. Rieger, of the N. S. U. London branch, accompanied us for 15 miles or so. Our first stop was at Biggleswade, where we had dinner and filled our tanks. Over there gasoline is known as "spirit," a designation also universally used on the Continent, but for some little time we found it difficult to accustom ourselves to the use of this term.

Northward Through Peterborough.

Peterborough, 83 miles from London, and famous for its pottery and cathedral, held our presence for a brief time, and after a pleasant late afternoon ride we came to Newark, 183 miles from London, where we decided to spend the night. Our first day's run had been through hilly country, studded with pretty scenery, with the foliage a deep green as a result of recent rains.

Up betimes at 6 o'clock the next morning we were in the saddle an hour later, starting without breakfast. We stopped at Doncaster and appeased our now keen appetites. Here Esler decided to invest in another rain coat, the one on the steamer having been "borrowed" by some person who thoughtlessly neglected to return it. At York, where we took dinner, we found the old cathedral and forts, the latter now used as army posts, quite interesting. This city has the crooked streets typical of all English cities, and strangers experience considerable difficulty in finding their way about.

Leaving York behind we began to climb the English foot hills, and made our next stop at Stockton, a city of 75,000, and a coal mining center. Continuing on we reached Durham, on the River Weir, and found some pretty stiff hills on entering and leaving the place. Durham also is in

the heart of the coal mining region, and also is noted for its old churches, being one of the most ancient of English cities. It naturally is rich in historical interest.

Beyond Durham we passed side cars in great numbers, these vehicles being very popular there, while in America they are rare indeed. On the other hand the American tandem attachment is very scarce in England. We reached Newcastle, famous as a shipbuilding center, and for its coal, in the evening, and received a cordial welcome from the N. S. U. agent. We had supper at the quarters of the Newcastle and District Motorcycle Club, and learned that the club had a quarterly trial on the day following. It was a non-stop test over a 160 mile course.

At a "Temperance" Hotel.

We stopped that night at a "temperance" hotel. There are two classes of hotels in Great Britain, those with "bars" and those known as "temperance" and the latter are strictly "dry." After seeing the local riders off in the morning we also took to the road, headed for the Scottish border. After a two hour climb in which we covered 47 miles we stopped at the summit of the Grampian hills and took some excellent panoramic views. Then came a long slide down the other side for several miles, bringing us into Jedborough, our first stop in Scotland. After filling our tanks, we continued, traveling through some very scenic territory and late that afternoon rolled into Edinburgh, the capital of Scotland. After garaging our machines we took a stroll about the city to see the sights and soon had a crowd at our heels, being mistaken for "fleeing mon" (flying men), as a newspaper contest for a $50,000 aviation prize was running and the aviators were expected that night.



AT THE BOUNDARY DIVIDING ENGLAND AND SCOTLAND

Although the next day was Sunday we decided to cross over and see Ireland without delay and pulled out of Edinburgh at 10 o'clock. After a 46 mile spin, some of it over cobble, we reached Glasgow, and found very few places open, and it required quite some scouting before we could secure anything to eat. After leaving the city we passed a military camp of the Scottish Territorials, where over 20,000 men were stationed. They correspond to our state militia, and many of them wore the picturesque "kilts," so we stopped and took pictures. After covering 60 miles of winding road along the coast, and incidentally, where Esler had his first puncture, we sighted Stranraer, where we took the boat for Ireland. We put the machines aboard ship which lay at the dock over night, after having drained our tanks as ordered. Instead of throwing the "spirit" away, however, we took the precaution to preserve it in bottles which we carried with us, and so were enabled to start easily after landing on the other side. We were aboard ship betimes next morning, as it sailed early, the passage taking two hours.

It was raining when we landed at Larne, but nevertheless we started for Belfast, the largest city of the Emerald Isle, passing through some very pretty country. Upon arriving there the N. S. U. agent greeted us warmly, and introduced us to Secretary Kearney of the Belfast Motor Club. I hunted up an old friend, who gave us a royal reception at his fine residence in Sydenham, a suburb.

Early next day our party of five, two in a side car, went for a day's outing in the suburbs. After two hours of enjoyable riding we were caught in a rainstorm which delayed us quite a bit, and we returned to the city late in the afternoon, being guests of my Sydenham friend for the night. That night a dance was held in our honor. It was with regret that we bade good bye to our Belfast friends and set out for Dublin.



STATUE OF THE DUKE OF WELLINGTON, IN LONDON

Trying Dublin's "Rocky Road."

Among the interesting places where we stopped were Newry, Dundalk and Drogheda, the latter boasting of a famous gate, attached to an old wall, which surrounded the city in past centuries. We "fired" a couple of films at this. It was over the famous "rocky road" that we entered Dublin late in the afternoon, and we agreed that the 25 miles of this nerve racking highway which we traversed, fully deserved its name. As usual the N. S. U. agent proved a most cordial host and took it upon himself to be our guide. We had the pleasure of meeting J. C. Percy, of the Irish Cyclist, who was much interested in our narration.



LIVERPOOL AS SEEN FROM ITS WATERFRONT

As is well known Ireland, among other things, is the land of potatoes, better known as "Murphies," and our craving for them, which had been little satiated in England and Scotland, now was appeased to the full. One of the most interesting sights of Dublin was the jaunting car, a two wheel cart with a seat on each side and a motion like a ship rolling in a storm. We also observed that the little donkeys often dragged loads far heavier than themselves.

After waiting all morning for the rain to stop, we left in mid-afternoon and took glimpses of Noas, Kildare, Maryborough, Mountrath and Rosrea, stopping for the night at the latter. Early next morning we again were abroad on the king's highways, but had not been out long when it began to rain in true Irish style, and we soon were drenched, but kept struggling along over slippery roads until we arrived at Limerick on the River Shannon, in anything but a pleasant frame of mind.

It continued to rain for several hours after we arrived, but finally old Jupiter's reservoir ran dry, and we dared poke our noses out. After a quick survey of the city we turned our front wheels toward the famous Lakes of Killarney. We found them fully as beautiful as the poets and writers have painted them, and also visited the historic Blarney Stone, but did not kiss it as it is a dangerous feat, requiring considerable nerve. After leaving the lakes we changed our plans and took steamer from Cork to Liverpool.

A Second Noah's Ark.

It was a cattle boat, and I guess, a pretty close duplicate of Noah's Ark, for it had a big cargo of sheep, horses, cows and chickens ,and what a racket they made. We left on Saturday night, and arrived in Liverpool early Sunday afternoon. It took us an hour to find a garage that was open before we were able to get gasoline, and rain also started about this time. However, when we were ready to leave, the rain had subsided a bit, and we struck out for the English lakes of which we had heard so much.

Some steady riding brought us to Kendal on the edge of the lake district. We wound around through that section, and near Lancaster again passed many side cars as well as single machines. We noted that tire trouble was plentiful although we escaped it. Early next morning we skirted Lake Windemere, the prettiest of the chain, and climbed some rather steep grades. Coming out of the lake section we touched Ambleside, a famous lake resort. Returning to Liverpool we ran on some cobble road which almost drove our spines through our skulls, but by very slow riding we survived the torture, and reached Liverpool at 6 in the evening, with a mileage of 124.

For our destination the next day we selected Birmingham, the famous cutlery and steel city. En route we passed the ancient cities of Chester and Wrexham, and by accident managed to pick out a 12 mile stretch of cobble which proved anything but pleasant, as you may believe. We did not tarry long in Birmingham, and the day following found us headed for Coventry the center of the English motorcycle industry. Here we visited the immense plant of the Humber Company.

At Shakespeare's Birthplace.

At noon we set out for Stratford-on-Avon, the home of the immortal Shakespeare, where we took some photographs. Our next stop was the university city of Oxford, but we continued on to Courtenay, a small village, where we were the guests of the postmaster that night. With the idea of making London before traffice was at its height we started early next morning but were doomed to disappointment. After passing through Henley, of regatta fame, and when only six miles from the heart of the city, I was caught between a dray and a tram car, and the front of my machine wrecked, although I was fortunate enough to escape.

There was a great hub bub for awhile, and a hive of "bobbies" (police) sprung up as if by magic, and took copious notes. The driver of the dray admitted having been on the wrong side of the road, and an accident insurance company, which carried protection for the dray company, settled with me for $25. Once back in the N. S. U. agency we pulled down our motors and prepared for our continental trip.

(To be continued.)



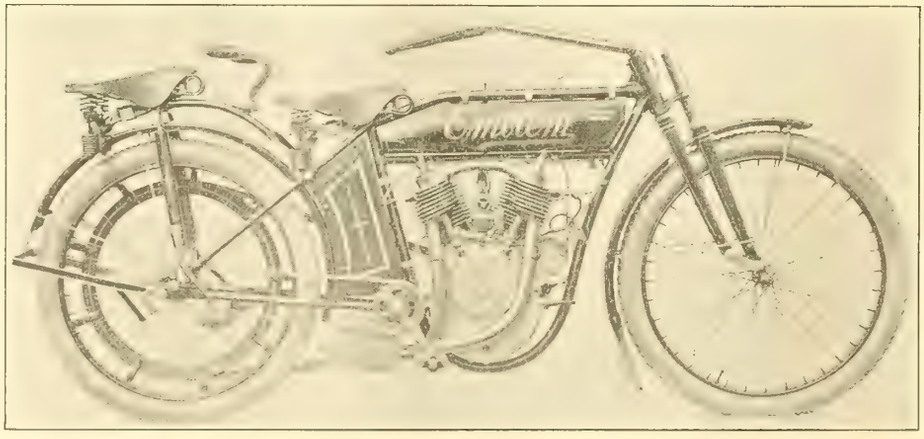
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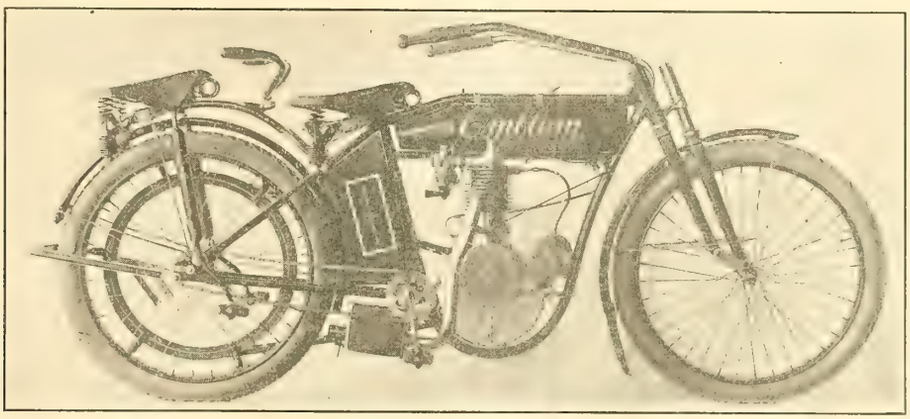
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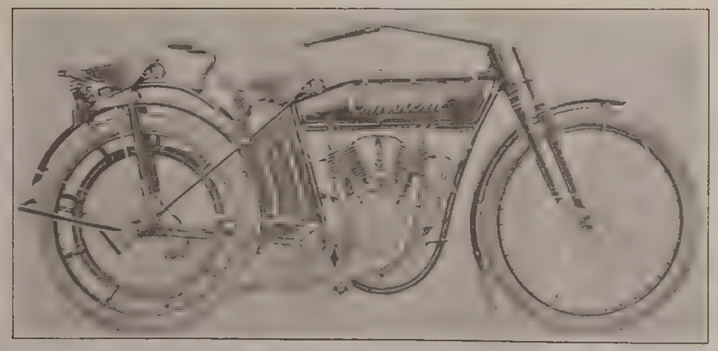
NEW YORK

1912—PRICES—1912

EMBLEM MOTORCYCLES

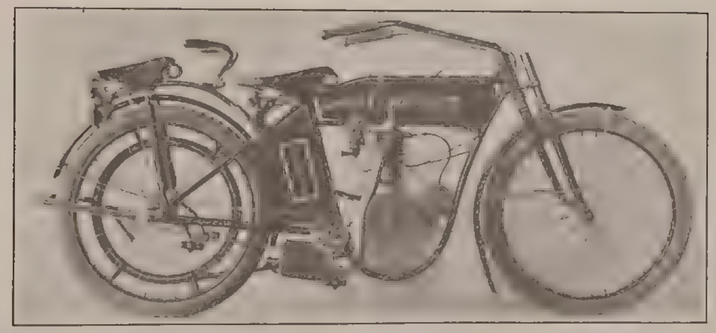
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A Big Story in a Few Words



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Emblem Manufacturing Company

(Member N. M. A.)

ANGOLA Erie County NEW YORK

From Denver to New Orleans Awheel.

Louis Camboy, who is taking a trip awheel from Denver, to New Orleans, is a Teuton youth of 17 years, who has made the greater part of his journey, from Denver to Indianapolis, without any serious mishaps and very little expense. Two sets of tires constitute his running expense up to the present time. He left Denver August 7 and will probably reach his destination early in February.

His object in making the trip on a bicycle was to save expenses naturally incurred in riding on the trains and the young German is a thrifty lad. Louis was born in Germany and came over to this country with his parents when he was two years old. He is an industrious person, and worked his way in life until he obtained a good position with a ranch owner near Colorado Springs. Camboy's trip to New Orleans is for the purpose of seeing his mother.

Hoosier Tourists Florida Bound.

Indianapolis, Nov. 21.—Three tourists from Frankfort, Indiana, passed through this city last week bound for Florida, and the route they have laid out should take them through some of the most picturesque districts in the middle Southern States. The travelers were well dressed for the cold weather they were bound to encounter in Indiana and Kentucky. Joe Thompson, Lloyd Wolf and Frank Thompson who compose the trio, are making the trip on Indian mounts. Joe Thompson is the Indian agent in Frankfort, but has closed up his shop for the winter, and will probably locate an agency somewhere in the Southern States.

From Indianapolis the tourists will proceed through Louisville, Nashville and Atlanta to Jacksonville, Florida, where Frank Thompson and Lloyd Wolf will probably locate until next spring. It is Joe Thompsons's intention, however, to continue the trip southward and west, taking in Cuba, California and the other Pacific Coast States. Joe cannot be separated from his camera, and as he is an enthusiastic shooter with the little box, the pictures he gets en route should be interesting as well as educational. All three riders' machines were equipped with Goodyear studded tires and a placard on their machines proclaims that they were traveling from "Frankfort to Florida."

Los Angeles' New Motorcycle Ordinance.

Motorcycles and autos must muffle their exhausts, and must do divers other things to conform to the new ordinance drafted by the deputy city attorney recently of Los Angeles, Cal. Some of the regulations are as follows:

Outside of the business districts all motorcycles and other vehicles must slow down to ten miles an hour at busy crossings.

Between 4 and 6 o'clock in the afternoon in the congested district, it will be unlawful for any vehicle to block the curbline.

All motorcycles, taxis, cabs, etc., must carry lamps.

In the congested district and elsewhere, all vehicles must stop at once when signaled by the police, and in stopping must allow a space of six feet between themselves and the next nearest vehicle. This is intended to prevent motorcycles and autos from sliding along by the car tracks and preventing people from boarding cars or disembarking from them.

The penalty for not muffling the exhausts, forgetting speed rules, omitting lamps, or violating any of the provisions of the ordinance will be a fine of not more than $500, imprisonment for not more than six months in the county jail, or both.

A reception, followed by entertainment and dancing, were the ceremonies which attended the dedication of the new club rooms of the San Jose (Cal.) Motorcycle Club on November 10. Cosy quarters are located at 79 W. Santa Clara street.



FRANKFORT (IND.) MOTORCYCLE TOURISTS START LONG TOUR

Get-Married-Quick Scheme for Dealer.

With characteristic energy and "rapid fire" decision, Charles A. Van Doren, the Atlantic City, N. J., dealer, recently took unto himself a wife. Miss Frances D. Hickey, the charming daughter of Mr. and Mrs. R. Hickey, of Paterson, N. J., is the young lady who so materially participated in the consummation of this latest important negotiation.

After an acquaintance and courtship throughout a two weeks' vacation spent by Miss Hickey at the famous seaside resort during the season just closed Mr. Van Doren gained her consent to wed. While calling on her at her Paterson home shortly after her return there it was decided a longer delay was unnecessary, and accordingly they journeyed to Wilmington, Del., and were married, a telegram from there to the bride's parents being the first information received by them.

After a short honeymoon Mr. and Mrs. Van Doren proceeded to Atlantic City, where the exigencies of his flourishing business required the groom's attention. Incidentally it appears that it was principally due to the then Miss Hickey's views concerning the occupation of traveling salesman, at which calling Mr. Van Doren was then engaged, and due to her wishes that induced him to abandon "the road" and take up the proposition in the retail bicycle business where he is now located in Atlantic City. Mr. Van Doren's host of friends in the cycling industry will no doubt be surprised and pleased to hear of his latest important alliance and all undoubtedly will join in the chorus of the host of well wishers.

Long Distance Record for Motorcycling.

What undoubtedly is the world's long distance motorcycle record for road work, for one season, and for one machine, recently was completed by Harry Long, an English motorcyclist, who covered 40,037 miles in 44 weeks. Long commenced riding January 4, as a raw novice, and finished November 2. He circumvented the coast of Great Britain, and motored over practically every road on the island. He had 35 idle days and averaged over 1,000 miles a week. He rode a 3½ horsepower Triumph single, fitted with Bosch magneto and speedometer ,and finished in excellent physical condition.

Winner of Tourist Trophy Injured.

O. C. Godfrey, the winner of this year's Tourist Trophy race on the Isle of Man, was riding to business in London on a motorcycle a short time ago when he was run into by a taxicab coming out of a side road and was badly hurt. He is now in Hampstead Hospital with a broken right forearm and internal injuries. Latest reports state that he is doing as well as can be expected, but the extent of his injuries, at the time of the message, had not as yet been definitely stated.

Latest F.A.M and Club News.



THORNLEY ON STOCK MACHINES

States His Defense of the "Stripped Stock" Class—New Ruling on Motor Measurements.

Vigorously defending the "stripped stock" class of racing motorcycle, against its scathing denunciation by a writer in one of the trade journals, Chairman Thornley of the F. A. M. competiton committee, asserts that this class is tolerated and protected because it is the nearest thing to the legitimate "stock machine" that it is possible to compel the manufacturers to use in races nowadays. In other words, he frankly admits that there is no such thing as a "stock machine" as the term generally is understood, in motorcycle racing circles to-day.

"The stock class is a scandal and a delusion," he says. "The manufacturers claim all sorts of things for their stock machines on the track, and those very machines, or the model that they are supposed to be built upon, when bought in the open market from an agent, nine times out of ten, do not live up to the reputation acquired on the track. If I had my way in the matter, any manufacturer or rider who attempted to put in competition any machine represented as stock, and which did not comply with the stock definition down to the very last nut and spoke, would be barred from racing under F. A. M. sanction permanently.

"The fundamental principle of the stock class is to enable the manufacturers to show what they can do in the way of turning out fast and efficient machines in large numbers. As a matter of fact, there hardly is a race run but that some manufacturer or dealer tries to "ring in" a machine as "stock" that has been tuned to the highest notch by an expert. This is dishonest and unfair, but it is beyond the power of the competition committee to prevent it, so, in my opinion, the best solution is to let all manufacturers tune their machines and lighten them to the best of their ability and then let the best one win. This seems to give all an equal show, and this is why the "stripped stock' class was created and what it aims to do.

"Of course such tuning makes the "stripped stock" machine in a trade event much too fast for the average private owner riding his own machine, which usually is a genuine stock outfit. Then often the private owner starts in to "strip" his machine, and of course gets assistance from his local agent, but he says nothing about this. As a matter of fact a private owner has no business competing against factory machines and expert trade riders, but the rules permit him to do so, and he should not complain if he is beaten, for the odds all are against him from the start, unless he 'rings in' a factory machine himself.

"While I should be very glad to see races between legitimate stock machines, I do not believe this condition ever will obtain, for there always will be some one ready to take advantage of the confidence reposed in the entrants in legitimate stock events, and try to 'put something across.' Usually the private owner rides an honest stock machine, but in my opinion, a trade rider never rides an honest machine under any conditions, and it is to try and guard against such crookedness that the 'stripped stock' class prevails.

"Concerning the piston displacement rating of their machines, I would suggest to manufacturers that they adopt a hyphenated rating that would cover the minimum and maximum displacement which would be possible for a machine to attain under ordinary conditions. This would protect them in case of protest, for if a machine is cataloged as having a certain and particular piston displacement, and such a machine is protested for measurement, and found either over or under the cataloged size even so small a fraction as one one-thousandth of an inch, this office will sustain the protest and the machine will be disqualified in a race in which it may have been used.

"As this is an important point I wish to make my ruling perfectly clear. For example: If a stock machine is cataloged at 60.75 cubic inches, entered in a stock race, protested for size, measured, and found to be 60.80 cubic inches. it will be disqualified from that race, and still be eligible for events under 61 cubic inches, the maximum limit. Alleged stock machines, found to have been tampered with and enlarged, immediately will be thrown out of a stock event if protested. All stock machines of a certain size, are given a certain piston displacement, but this increases through wear. Nevertheless this machine has a factory rating which, as the machine is used, becomes further removed and less than its actual displacement, and if such a machine is protested for measurement on this ground, and found not to tally with the factory rating to the last fraction of a cubic inch, it will be disqualified. Here, then, is the chance for the manufacturers to protect themselves from wholesale disqualification of their machines by adopting the hyphenated displacement rating."

How Americans May Ride in Canada.

Inflicting the sentence imposed by a majority vote of the F. A. M. competition committee, Chairman Thornley has suspended William Staudt, of Reading, Pa., for three months for violating the competition rules by riding in Canada without first securing permission from the committee. The punishment takes effect from the date of violation, almost two months ago, so that Staudt's sentence will have expired long before the racing season opens next spring. It is the first punishment inflicted for an offense of this sort, and the chairman intimates that future offenders will be dealt with more severely.

Incidentally the Staudt case has provoked some new rulings concerning American riders competing outside the United States. In view of the apparent clearing up of the Canadian motorcycle situation with regard to the F. A. M., and to facilitate a closer relationship between the riders of both countries the chairman announces that henceforth all F. A. M. members have permission to compete in Canada at events promoted by Canadian motorcycle clubs which are affiliated with the F. A. M., provided such clubs hold their events strictly under F. A. M. competition rules.

To avail himself of this privilege an F. A. M. member in this country now has only to assure himself that the promoting club is affiliated. No plea of ignorance or other flimsy excuse for violation of this requirement will be accepted.

No sanction is required or will be issued for any motorcycle event held outside of the United States, as the chairman holds that the F. A. M. has no jurisdiction outside of this country, but Canadian F. A. M. members wishing to compete in this country may do so only at sanctioned events. Affiliation and the use of the F. A. M. competition rules are the prime and

only requisites of a Canadian club to secure American F. A. M. riders at its contests. American riders under suspension or expulsion in this country cannot compete in Canada, under F. A. M. rules, and vice versa. Any controversies between Canadian clubs must not involve either American riders or the F. A. M., and neither may be used as a weapon. No records of any sort made in Canada will be recognized by the F. A. M.

Crocker Suspended in the Tormey Case.

Echoes of the recent Western F. A. M. endurance run reverberated through the mails this week in a communication from Chairman Thornley rendering decision in the protest of J. S. Tormey against G. H. Crocker, and punishing Crocker. In his letter to Crocker the chairman said: "For bringing discredit upon the F. A. M. and its Competition Committee, and for conduct prejudicial to the sport of motorcycling, in that you turned back after having reached a secret control in an endurance run, and retraced the course a sufficient distance to have given warning to oncoming spectators of the location of the control, whether or not you did give such warning, you hereby are suspended for one year from the date of said contest."

Ruling on Tormey's protest in the above case, the chairman said: "After having carefully considered your appeal in the matter of the recent western endurance run, I feel that while I cannot entirely sustain it to the extent of deciding against the winners on the ground that the evidence was sufficient to implicate them in a corrupt practice, nevertheless, I feel that you had sufficient ground for your appeal to warrant making such, and for that reason I return the $5 fee which you deposited in accordance with the rules."

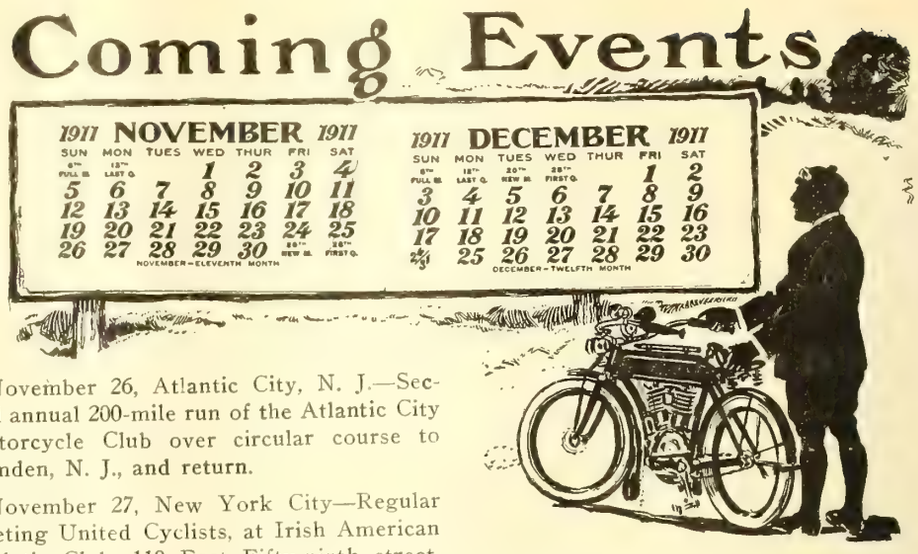
The circumstances of the above case are as follows: The Western F. A. M. endurance run was held September 8, 9, 10, starting and finishing at Chicago, and the team trophy was won by the Indian team, consisting of A. H. Crocker, R. W. DuSell and S. W. Nicholson. G. H. Crocker, a brother of A. H., competed as a private owner. Upon reaching a secret control and checking in, G. H. alleges that he became very hungry, and doubled back on the course a short distance to a farm house to get something to eat. The winning team reached this control exactly on time, and later when it became known that Crocker had doubled back, Tormey protested the award of the trophy to the Indian team on the ground that Crocker had warned them of the exact location of the control. Both Crocker and all members of the team swear by the beard of Allah that they did not see each other when the former retraced the course, and there is no proof to the contrary. Therefore there was nothing else to do but accept the word of the parties concerned that there was no cheating, but nevertheless there is a strong suspicion in certain quarters that Crocker conveyed valuable information regarding the location of the control to the winning team by secreting a note in a manner agreed upon beforehand, when he retraced the course, and that the team found the note as arranged and profited by the information.

However, Crocker's punishment is inflicted for his indiscretion in retracing the course, and casting suspicion on the honesty of the award and the governing body, and not because of any theory that he actually was guilty of crooked work.

Thornley Condemns Women's Races.

With regard to the recent motorcycle races for women which have been held in several cities, Chairman Thornley of the competition committee, has condemned vigorously the participation of women, in speed events, and contends that, while at first it may cater to the sensation loving populace, that as soon as a woman is badly mangled the spectators will turn in disgust and loathing, and bitterly censure the promoters. He asserts that a man who will persuade women to endanger their lives by racing on motorcycles for glory or money is of too brutal and degraded a character to associate with motorcyclists and should be ostracized. Any club or promoter who, having been granted an F. A. M. sanction for races, attempts to conduct races for women under that sanction, will be made an example of.

Coming Events



November 26, Atlantic City, N. J.—Second annual 200-mile run of the Atlantic City Motorcycle Club over circular course to Camden, N. J., and return.

November 27, New York City—Regular meeting United Cyclists, at Irish American Athletic Club, 110 East Fifty-ninth street, 9 P. M. Report of American Olympic Bicycle Race Committee. All cyclists invited.

November 30, San Antonio, Tex—San Antonio Motorcycle Club race meet.

November 30, Tampa, Fla.—Tampa Motorcycle Club race meet.

November 30, Baltimore, Md.—Maryland Motorcycle Club race meet at Electric Park.

November 30, Jacksonville, Fla.—Jacksonville Motorcycle Club race meet at Moncrief Park.

November 30, Redlands, Cal.—Redlands Motorcycle Club race meet at Association Park mile dirt track.

November 30, Baltimore—Maryland Motor Association race meet at Electric Park; open.

November 30, New York City—First preparatory unpaced 25 miles handicap road race under the management of the American Olympic Bicycle Race Committee and the auspices of the United Cyclists.

November 30, New York City—First preparatory 25 mile handicap road race on Pelham Parkway, 9:30 A. M., under the management of the American Olympic Bicycle Race Committee of the United Cyclists. Open. Entries may be made with W R. Stroud, 914 Tribune Building, New York.

December 8, New York City—Annual ball of the Gotham Cycle Club at Apollo Hall, 126 Clinton street.

December 11-16, New York City, N. Y.—Madison Square Garden—Nineteenth annual international six days' professional bicycle race.

December 31, Brooklyn, N. Y.—Annual New Year's Eve midnight scorch from Bedford Rest to Coney Island and return.

December 16, Brooklyn, N. Y.—First annual smoker-stag of the Atlas Bicycle Club at Stoetzer's Hall, 1213 Fulton street.

December 16, New York City—Fall athletic games, Fourteenth Infantry Athletic Association, at Armory, Eighth avenue and Fifteenth street, Brooklyn. Open bicycle event, two miles handicap, N. C. A. sanction.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 13-27, Philadelphia—Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

CHAIRMAN ESTABROOKS'S BUDGET

Continued Activities in the Field of Organization Work—All Parts of Country Heard From.

The weekly bulletin issued by Chairman E. M. Estabrook of the F. A. M. Membership Committee, with headquarters at Bangor, Me., shows an active trend despite the approach of the winter in most parts of the country. The gist of the weekly report may be summed up as follows:

The Sacramento (Cal.) Motorcycle Club has affiliated with 18 men. E. A. Shoemaker, 1025 Tenth street, is secretary.

Ministerial duties do not monopolize the time of Rev. R. J. Mattingly, Miltonvale, Kan., to such an extent that he can't preach motorcycle club gospel. Some time ago he sowed some club seed, and looked for it to come up in the spring. He had the name all selected too—Cloud County Motorcycle Club. The other day an inspiration struck him that spring was too far off and that the club ought to be accelerated into being, so he called a preliminary meeting. Road conditions were so bad that several who started for the meeting had to quit before reaching their destination, but some of the faithful showed up and organization was perfected by the election of officers as follows: Mr. Burnes, president; Mr. St. Pierre, secretary; Clyde Shaw, captain. When road conditions improve the club will meet again and expects to rund up 20 members, when things will be ripe for affiliation. Rev. Mattingly receives his reward in the appointment of county commissioner, a berth in which he will find plenty to do.

According to W. S. Cranford, 27 Selvidge street, Dalton, Ga., there are quite some motorcyclists in those parts, but none are F. A. M. members. Somebody is to blame, but Crawford, who is a dealer, has volunteered to try to swing a club and get it to affiliate.

Waynesburg, Pa., will have to find room for a motorcycle club within its borders soon. A. R. Bell has threatened to start one, and the prospects are so good that he will have little difficulty in "making good."

Vern Squier, 112 W. Third street, Jamestown, N. Y., is busily engaged in collecting and jotting down the names of all the local motorcyclists. He is not going to summon them for speeding or opening cut-outs, but they will be asked to help form a club soon.

Uptown Branch For Motor Equipment Co.

In addition to its main headquarters at 55 Warren street, New York City, the Motor Car Equipment Company is opening an uptown branch at 238-240 West 56th street, which will be ready for business about December 10. The branch is purely for the convenience of the uptown trade, and in accordance with the company's policy, will be devoted exclusively to wholesale trade.

When the F. A. M. registered repair shop book of names closed for last week there were 377 shops throughout the land. Latest appointments are the following: J. B. Trossel, 663 Michigan avenue, Detroit, Mich.; P. J. Wyeth, 103 N. Hill street, Champaign, Ill.; F. P. Danzur, 1116 Kewaunee street, Racine, Wis.; Hurck Motor & Cycle Co., 109 N. Twelfth street, St. Louis.

Violator of Cutout Ordinance Fined.

This is the open season for the persecution of the open muffler fiend, but justice has been meted out two-fold to a violator in Indianapolis. A young man was recently slated for colliding with a pedestrian on one of the down town streets. When arraigned before the judge, his defense was that he had signaled his approach by kicking open his cutout, and the noise, he explained, should have been more effective than that produced by horn, siren or bell. The judge could not get his opinion to coincide with that of the defendant, however, and assessed a fine, saying at the same time, that an additional fine should be assessed because the motorcyclist had violated a city ordinance, which states that open cutouts are not permissable within the corporation limits. The case has been appealed and the result will be watched with much interest.

Big Motorcycle Gathering in Los Angeles.

Los Angeles, Cal., Nov. 24.—Five thousand active and associate members of the Los Angeles Motorcycle Club will celebrate their first annual meeting at Luna Park, Sunday, the 26th. The big pleasure ground will be transformed into a modern "fairyland" in honor of the occasion and a crowd of fully 25,000 is expected to be on hand to witness the entertainments provided. Promptly at one o'clock the fun and exercises will begin. There will be slow and pedaling races and other motorcycle sports, to say nothing of a score or more of unique features in competitions of skill and swiftness.

Among the stars that are expected to shine at the meet is Paul Derkum, known as "Dare Devil Derkum," who not long ago broke the record between Los Angeles and San Diego, making the trip in 3:15:00.



Live "Don'ts" from Toronto's Live Club.

Credit for sending out come of the livest and hardest hitting publicity facts regarding motorcycles that yet has appeared belongs to the Toronto (Ont.) Motorcycle Club. In the form of a series of "Don'ts" the club disseminates some very illuminating information of value both to the rider and the man in the street. The motorgrams are as follows:

"Don't think a motorcycle is uncomfortable until you have ridden one. You will soon find it is not.

"Don't think all motorcycles are noisy because a few riders keep the cut-out open instead of carrying a horn.

"Don't think a motorcycle is hard to run and keep in order. Just ask some of the club members for their experiences on all kinds of roads and in all kinds of weather.

"Don't think motorcycles are dangerous. They are not. You have the speed to get out of the way, or you have powerful brakes to stop quickly. All you have to do is to keep cool and you can't get hurt.

"Don't think a motorcycle is expensive to run. Tires will last two seasons, if used carefully and kept hard. A gallon of gasoline and a pint of oil to every hundred miles. How's that for economy?

"Don't think that there is no speed limit or you will get pinched.

"Don't grouch but get a motorcycle. Smoking allowed on the rear seat.

"Don't cuss the crowded cars, but travel like a gentleman, when you please and where you please; get home for lunch every day and all the rest of it. It's fine.

"Are you thinking of a motorcycle? Join the club and meet the riders now. A few hints from experienced riders may save you money and trouble. Come to a meeting of the club and get ideas.

"Suppose you get a machine. You go out for your first ride thinking you understand your mount. The first steep hill you come to you get stuck. What's the matter? Certainly not the machine, for a motorcycle will climb almost anything. Along comes another rider. He belongs to the club; gives you the "glad hand," shows you what's wrong and away you go. We've all been through this and know what it is. Don't play the deuce with a new machine, but learn about it before you start.

"Join the club. The fee is nominal, only $2 per annum. The social evenings alone are worth more than it.

"Boost the sport! It's great."

Manufacturers, dealers and clubs profitably can reprint and use this matter for missionary work in luring new riders and club members.

Canadian Neighbor's Social Season.

Toronto, Ont., Nov. 21.—Plunging into the social sea with a big splash, the Toronto Motorcycle Club held the first of a series of winter evening socials on the 15th with gratifying success, over 150 persons being present. This is the largest attendance ever drawn to a function of the local club. Professional vaudeville talent furnished several entertaining musical numbers, and a surprise was sprung by the presentation of a solid gold medal to Harold Cole, a 16-year-old member of the club's racing staff, in recognition of his victory in the 25-mile Canadian championship for 1911. Of course Cole was called on for a speech, and while floundering for words, a floral wreath was placed on his neck and he sat down hastily amid applause, with his acknowledgements unspoken. The club has arranged a schedule of entertainments for the closed riding season, and issued a program so that members may keep in mind the dates of club functions when making engagements. As planned at present the first half of these affairs, which will be held every two weeks, will be devoted to business matters.

Clubs Continue Cut-Out Campaign.

The Atlantic City Motorcycle Club has taken up the "war" against the open muffler "fiend" and has gone so far as to ask the assistance of the police, requesting the arrest of anyone using the cut-out or open mffluer in the seaside resort. Each and every member has joined this movement with a 'vim and dash" that presages no good for the one caught offending. Shortly over a month ago the "cut-out fiend" was rampant here, and it often seemed as if an invading army had landed and opened fire on the city.

Now one can walk the entire city over and motorcyclists pass as they should without that wild banging so often heard. This town is an example of what can be done if the local clubs go after the question with the proper spirit. C. A. V.

Prominent Tradesman Condemns Cut-out.

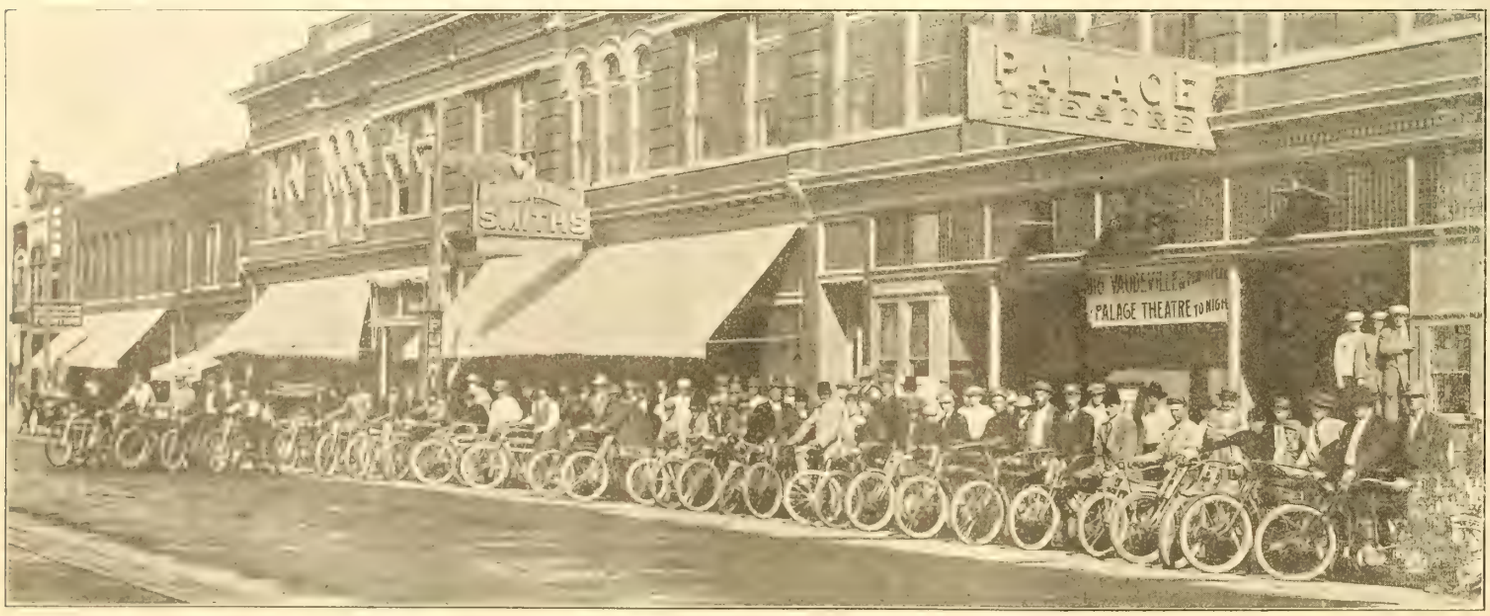
A. B. Coffman, vice-president and sales manager of the Consolidated Mfg. Co., Toledo, Ohio, writes:

"I find that there is a general feeling on the part of the public at large that the muffler cut-out fiend is a nuisance and the disagreeable noise he makes the worst enemy motorcycling has.

"Only just recently in Los Angeles, Cal., I noticed in the papers where the City Council was framing an ordinance prohibiting riding a motorcycle through the streets of the city with the muffler open. This I think a very good thing.

"With the united effort on the part of trade publications, manufacturers, dealers and the majority of riders, I think it is only a question of a short time when this nuisance will be removed."

Resolutions condemning the use of the muffler cut-out in the city, and advocating legislation prohibiting its use, have been adopted by the Louisville (Ky.) Motorcycle Club.



GATHERING OF THE SALINA (KANSAS) MOTORCYCLE CLUB BEFORE RACE MEET OF OCTOBER 12

GREAT GOING AT OAKLAND OPENING

Wolters and Balke Get Inside Record Times—This Pair "Clean Up" in Pro. Class.

Oakland, Ca., Nov. 13.—Record breaking speed marked the opening of the Elmhurst motordrome for its second season, on Sunday last, the American official professional records for five and ten miles being beaten several times. Wolters and Balke, of the Excelsior team, were the record wreckers, the former cutting the five mile figures twice, and the 10 mile once, while Balke barbered the five mile numerals once. The new times, however, are records only for the local track, and have not been accepted by the F. A. M. Nevertheless they give a "good line" on the gait which the Excelsiors can hit. Wolters easily was the star of the meet, taking three of the four money events, and spun the bowl regularly at close to 90 miles an hour.

Opening the attack on "Pop" Time in the very first event, a five mile open, Wolters led the field all the way, and got under DeRosier's records. Armstrong, put another Excelsior home second, and William Samuelson and Albright of the Indian tribe battled for third money, Samuelson cashing the place. Wolters and Balke buzzed at each other like a pair of giant bees in the 10 mile free-for-all, and after a Tabasco mixup all the way Wolters finished in front by a wheel. Armstrong was going good and seemed to have third place sewed up when his motor "struck" and W. Samuelson again collected third money.

Balke had things his own way in his five mile match with W. Samuelson, and won hands down. Seymour and Ward were billed for this event but failed to appear. Wolters, Balke, Armstrong, all Excelsiors, and Samuelson, on an Indian, clashed in a fie mile sprint. Wolters set the pace, and a warm one it was. Balke tried hard to go by but had all he could do to hang on in second place. Armstrong wrested third place from Samuelson. This event again saw the fall of the five mile record figures, Wolters being clocked in 3:27. Both the Samuelsons, William and T. M., and John Albright, went two miles for consolation money, and it was distributed in this order: W. Samuelson, Albright, T. M. Samuelson.

Although the Indian riders were licked right and left in the professional events, their amateur brethren partially eased the sting of the whitewash by "cleaning up" in the trade rider and amateur classes. In the six mile event, O. A. Walter, a local boy, defeated Northrup and Oberg, of San Jose. Owing to the big field of 11 starters it took some skill to launch the five mile special, and W. Norman was returned the winner, with Leon Martin playing the understudy. A big crowd attended the reopening of the saucer, which started its second season. Summary:

Five mile open, professional—Won by Wolters (Excelsior); second, Armstrong (Excelsior); third, W. Samuelson (Indian); fourth, Albright (Indian). Time, 3:27⅘. Record, 3:29⅕. New figures not official.

Five mile open, professional—Won by Wolters (Excelsior); second, Balke (Excelsior); third, Armstrong (Excelsior); fourth, W. Samuelson (Indian). Time, 3:27. Record, 3:29⅕. New figures not official.

Five mile match, professional—Won by Balke (Excelsior); second, T. M. Samuelson (Indian). Time, 3:28⅗. Record, 3:29⅕. New figures not official.

Ten mile free-for-all, professional—Won by Wolters (Excelsior); second, Balke (Excelsior); third, W. Samuelson (Indian). Time, 6:58. Record, 7:01⅘. New figures not official.

Two mile consolation, professional—Won by W. Samuelson (Indian); second, Albright (Indian); third, T. Samuelson (Indian). Time, 2:15.

Six mile open, trade riders—Won by O. A. Walter (Indian); second, C. H. Northrup (Indian); third, C. H. Oberg (Indian). Time, 4:37⅗.

Five mile special, amateur—Won by W. Norman (Indian); second, Leon Martin (Indian). Time, 4:22.

Baltimore to Have Thanksgiving Races.

The Maryland Motor Association has sent out the entry blanks for the motorcycle races at Electric Park, Baltimore, on Thanksgiving Day. There will be six events for motorcycle riders with an Australian pursuit race for bicycles. The meet promises to be one of the biggest events ever held in this section of the country. The dealers in Baltimore are working hard with their respective factories, as they want the crack riders of the country to compete with the best talent in Baltimore. The Monumental city has the reputation of being one of the best motorcycle towns in the United States, and the sport in that city will be greatly boomed by the coming meet. An attractive program has been arranged.

Eckel Enlarges His Wigwam.

Earle S. Eckel, Washington, N. J., who has the Indian agency, has such faith in next year's prospects for business that he is putting up an addition to his present establishment.

Bartsch Resting at Bermuda.

A. H. Bartsch, advertising manager of the Bosch Magneto Co., New York City, sailed November 18 for Bermuda, to take a brief rest. He will return to his desk December 1.

Baker Receives 1912 Indians.

F. A. Baker & Co., New York City, Metropolitan distributers, have received samples of the 1912 standard "4" Indian.

NEW STARS SHINE AT OAKLAND

Armstrong and Samuelson Put Rivals in Eclipse—Former in Terrific Speed Duels With Balke.

Oakland, Cal., Nov. 20.—Lured by the promise of a repetition of the sizzling sprints around the saucer, which marked the opening day, the week before, another record crowd thronged the Elmhurst motordrome, Sunday, the 19th, and while they did not see any records shaved, they were served bountifully with sensations. Tire and mechanical troubles were the siamesed jinx which put Wolters in eclipse early, and helped make Armstrong, his team mate, "speed king" for a day. Armstrong captured two firsts and two seconds.

There was no such monopolizing of honors in the professional events as marked the opening day, probably due to the early elimination of Wolters. Balke, Seymour and Samuelson all gathered long ends of purses, as well as some middlings and "chicken feed." The spectators saw some sport that had the electric chair short circuited as a sensation factory, when Armstrong and Balke crossed wires, or rather tires. The 10 mile free-for-all was a scorcher all the way, with Armstrong first across at the finish, followed by Balke a second later. The duel in short form was duplicated in the three mile special.

Wolters and Albright withdrew in the first mile of the first heat of the six mile open, and the latter being unable to conquer his hoodoo, became a spectator for the rest of the afternoon. Seymour, swathed in bandages, won the two mile special, beating Ward and Albright, and W. Samuelson led the field home in the final of the six mile money chase. Oberg batted out a victory in the five mile trade rider handicap, and Martin jogged home a winner in the two mile amateur. Summary:

Ten mile free-for-all, professional—Won by Armstrong (Excelsior); second, Balke (Excelsior); third, W. Samuelson (Indian). Time, 7:15.

Three mile special, professional—Won by Armstrong (Excelsior); second, Balke (Excelsior). Time, 2:04⅕.

Two mile special, professional—Won by Seymour (Indian); second, Ward (Indian); third, Albright (Indian). Time, 1:37⅗. ..

Four mile special, professional—Won by Balke (Excelsior); second, Armstrong (Excelsior); third, W. Samuelson (Indian). Time, 2:17¾.

Six mile open, professional, three mile preliminary heats—First heat won by Armstrong (Excelsior); second, W. Samuelson (Indian). Second heat won by Balke (Excelsior); second, A. Ward (Indian). Time, 2:09⅗. Final won by W. Samuelson (Indian); second, Armstrong (Excelsior); third, A. Ward (Indian). Time, 4:34⅕.

TEAMS FOR GARDEN "SIX-DAY"

Eleven American and Three Foreign Pairs Already Signed—Kramer Makes His Entry—New German Pair.

For the nineteenth time, as an annual fixture, the doors of Madison Square Garden will be opened for the International Six-Day Bicycle Team Race, which is scheduled this year to take place December 11-16. The usual Saturday evening preliminary sprint meet will be held on December 9. As usual the big garden's amphitheater will be open on the evening of December 10, where the crowd will be entertained by a band concert until the race starts at five minutes past the hour of midnight.

Interest naturally centers in the teams which will compete in the long grind. At this writing the list has not been fully completed by the management, but contracts have been signed by eleven American teams and by three foreign teams. The American teams so far announced unofficially are as follows:

Kramer and Moran, Root and Hill, Clark and Fogler, John and Menus Bedell, Halstead and Drobach, Pye and Collins, Cameron and Magin, DeMara and Lawrence, Galvin and Wiley, Ryan and Jokus, Stein and Thomas.

Kramer makes his debut this year as contender in the annual classic, and his many friends will wish him well in his departure from his chosen field of short distance sprinting. He is not a novice at long distance racing by any means, having competed in several team races of the eight and ten hour a day order. Moran, his team mate, a last year first place winner, is a regular "bear cat" at the game and the team should be a surprisingly strong one.

The foreign contingent will be made up of "Pedlar" Palmer, of Australia, and "Jumbo" Wells, of New Zealand, both of whom are well known Antipodeans, who have been competing for several years on American tracks and have competed in previous six-day races at the Garden. Brocco and Leon Georget will compose a team of French riders, both of whom have competed here on previous occasions. The newcomers will consist of Lorenz and Saldow, a team of German riders, of whom much is expected. Lorenz is noted as a high class finisher in long distance events, having a great deal of speed as well as endurance, and Saldow is a noted long distance track man of exceptional staying power.

At this writing arrangements have not been concluded with Rutt and Stol, the famous German-Holland team who won the race in 1907 in a sensational finish. They have entered as a team annually each year since that time, and in 1908 finished in second place. In 1909 the team was broken up during the race by an accident to Stol, and a rejuvenated team composed of Rutt and the famous Australian rider, Clark, won the race. Rutt and Clarke again formed a team during the race of 1910 but were beaten out in the finish by Moran and Root.

Record Breaking Australian Road Race.

Breaking the previous record for the course by 16 minutes, in a performance that, taking the nature of the road into consideration, is said to be the best ever put up in the State of New South Wales, Australia, D. Kirkham covered the 133 miles of the Goulburn-Sidney road on September 23, in the remarkable time of 6:19:31. Kirkham rode from scratch and, with J. W. Wilson (14 min.), who finished third, took second time in 6:33:32; beating the record by 1 minute 30 seconds. They missed first place by only 2 minutes 49 seconds; W. Rennie (30 min.) winning in the by no means to be despised time of 6.46.42. The race was followed throughout by officials in motor cars who reported that at times the riders reached a speed of better than 35 miles per hour, over a course very rough in parts and dotted with mountainous hills. The average distance per hour is nearly 21 miles. Seven riders got through inside of 7 hours; 31 others were inside of 8 hours. There were 100 starters and 70 finishers. The handicap limit was 45 minutes.

Tasmanian Wheelmen's 120 Mile Test.

The tenth annual test race, under the auspices of the League of Tasmanian Wheelmen, to determine the Tasmanian representative to ride in the Warrnambool-Melbourne race was held September 23. The race is known as the Launceton-Hobart race of Tasmania, the distance, about 120 miles, with the terminii at the two cities named.

Riding into a head wind all the way, C. J. Keenan (12 min.) and A. Kean (12 min.), both of Hobart, finished in that order in a sprint in which they were separated by a length at the tape, having ridden the distance in 6:22:14, a record for the course. Keenan also made the fastest time of the race; the pair finishing ten minutes before the third man was sighted, B M. Duffy, Launceton. The first scratch man in was checked for sixth position in the time of 6:24:30.

New York's Indoor Racing Season Opens.

The indoor cycle racing season of the Metropolitan section will open to-night, at the general athletic meet under the auspices of the Twenty-third Regiment Athletic Association.

The event served the cyclists will be a handicap race of two miles, with the veteran flat floor rider William Van Den Dries on scratch. Over 20 riders already have sent in their entries.

Mc FARLAND TO RUN SALT PALACE

Closes Contract with Owner and Will Take Clarke, Fogler, Root and Lawson With Him Out West.

Floyd A. McFarland, the veteran racing man, who for the past seventeen or eighteen years has competed on every cycle track in America, and on practically every track in the world, has just signed a contract with the owners of the Salt Palace track at Salt Lake City, to act as manager for the season of 1912, with the option of having the management of that track for the two succeeding seasons.

McFarland's contract is a broad one and he will be in complete control of the business policy of the track, making engagements with the riders and investing the capital for running the track. He has signed contracts with A. J. Clarke, Iver Lawson, E. F. Root and Joe Fogler, all of whom are of championship timber, and who will make a strong bid to restore cycle racing to old time popularity in the Utah metropolis.

In addition to completing his plans for the Salt Lake saucer for the coming year, Manager McFarland will take Fogler, Root, Fred Hill and Elmer Collins, the paced champion, with him to Europe for a three month's campaign on the European winter tracks. McFarland will act as booking agent for the riders only, the men paying their own traveling expenses. They will sail from New York December 21, and return to this country early in April in time for the opening of the outdoor racing season. It is possible that Clarke will also accompany the party to Europe, in the event of his being unable to make satisfactory arranbements with the Australian promoters with wrom he is negotiating for a winter engagement.

New England Wheelmen Elect Officers.

At the annual meeting of the New England Wheelmen of New York City, the following officers were elected for the ensuing year: President, C. B. Ruch; vice-president, Benjamin Boyes; treasurer, B. Glemba; recording secretary, H. W. Zarr; financial secretary, J. McIntyre; sergeant-at-arms, Charles Waldo; trustees, B. Baker, Stanley Carmen, J. Clement, J. Boyes, Emil Koster; captain, George Polacsy; first and second lieutenants, F. Waldo and B. Baker; color-bearers, G. Lautenschlager, F. Loeb.

The result of the club championship races, recently held, was as follows: J. W. Clement, first; Charles Waldo, second; George Polacsy, third; J. Boyes, fourth.

Bicycle Handicap for 14th Infantry.

A two mile bicycle handicap will be held at the Fourteenth Regiment games, Brooklyn, N. Y., December 8.

OLYMPIC COMMITTEE TO RUN THANKSGIVING DAY RACE

Twenty-five Mile Event on Pelham Parkway — Excellent Prizes Offered — Funds Needed by Committee to Go on with Campaign — Cycle Manufacturers, Dealers and Riders Should Respond at Once — Acceptances from Prominent Men as Members of Honorary Committee.

Plans are rapidly progressing for the first preparatory 25 mile bicycle road race to be held on Pelham Parkway, New York, on the morning of Thanksgiving Day, under the auspices and management of the American Olympic Bicycle Race Committee of the United Cyclists, and it is expected that this will be the greatest affair of its kind ever held. There is every indication that an extremely large number of entrants will face the starter, and as the course for the race is exceptionally fine the riders are expected to make particularly good time. Exceptional, is a fitting term to apply to the event in every way, and the prize list is also most exceptional, there being fifteen prizes in all, headed by two $50 racing bicycles. Because of the fact that the rules governing the road race around Lake Malar in Stockholm, Sweden, have been somewhat changed by the Swedish Olympic Committee, which will allow pacing between competitors, the American Olympic Bicycle Race Committee decided to change the race on Thanksgiving Day to a regular 25 mile handicap.

The course selected will give opportunity for one of the most spectacular races ever witnessed. The length is but 1,080 yards and 20 round trips will be required to complete the full distance of 25 miles. Thus it is evident that a continuous string of riders will cover the entire course throughout the race from the time the limit men complete the first lap; in fact about the first half of the race will overlap the second half—a situation unparalleled in the annals of cycling, and one that will require a special system of checking which is now being evolved.

That a high rate of speed will result is assured. The riders on the back marks, when overtaking those on long marks, will undoubtedly extend themselves to the utmost to prevent a "pick-up," and in like manner those favored by handicap starts will not throw away any chances for a "sleigh-ride." Another and most important feature contributing to the possibilities of speed is the fact that the road surface has just been completed and may be described as of the "billiard table" order.

Field headquarters for the race have been provided at the George Peters Hotel, 2227 White Plains avenue, Williamsbridge. Arrangements have also been completed with the park commissioners to have the entire course vacated for the sole use of the race, and a thoroughly efficient police patrol will be provided.

To reach the course by public transportation the best route is via Third Avenue "L" to Tremont and Pelham Parkway station and a short walk from there to headquarters at the head of the course, White Plains road and Williamsbridge road.

Acceptances from Prominent Men.

Letters have been sent out during the past week requesting prominent men in all parts of the country to serve as honorary members of the American Olympic Bicycle Race Committee and the following replies have been received:

"I have no objection to the use of my name as that of one of the Honorary Committee for the American Olympic Bicycle Race Committee of the United Cyclists, as requested in your esteemed letter."—St.



UNITED CYCLISTS EMBLEM, ADOPTED AT LAST MEETING

Clair McKelvay, editor-in-chief, Brooklyn Daily Eagle, Brooklyn, N. Y.

"In reply to your letter of November 21, will say that I will be pleased to act as a member of the United Cyclists Committee and will do all in my power to help the project along."—Joseph P. Norton, sporting editor, Newark Evening News, Newark, N. J.

"I am willing to serve on your committee, if I can be of any assistance to the bicyclists."—John B. Foster, sporting editor, The Evening Telegram, New York City.

"Replying to your kind invitation regarding committee will say that I am ready and anxious to do everything in my power to help."—A. Yager, sporting editor, Brooklyn Daily Eagle, Brooklyn, N. Y.

The following have been asked to form sub-committees of the American Olympic Bicycle Race Committee of the United Cyclists, in their respective sections: O. F. Hassemer and C. L. Barr of St. Louis, Mo.; H. G. Reynolds and J. J. Donovan of Boston, Mass.; B. A. Swenson, Providence, R. I.; Louis Debo, Buffalo, N. Y.; C. Ross Klosterman, Baltimore, Md.; Gus Castle, Atlanta, Ga.; Prince Wells, Louisville, Ky.; O. A. Meyer, Savannah, Ga.; R. M. Whitney, Los Angeles, Cal.; L. J. Pinkson, San Francisco, Cal.

Meeting Next Monday Evening.

The next meeting will be held on Monday evening, November 27, at the Irish American Athletic Club, 110 East Fifty-ninth street, New York. Further details regarding the Thanksgiving Day race and the general work of the American Olympic Bicycle Race Committee will be discussed, and other interesting matters will be taken up. After the regular meeting it is expected that some entertainment will be furnished as usual. All interested are urged to be present.

Through the activities of Franklin Fisher, a member of the United Cyclists, and also of the Irish American Athletic Club, P. J. Conway, the president of the latter organization, has very kindly consented to allow the use of the Irish American club rooms to the United Cyclists on Monday evening, November 27. Mr. Conway says:

"I have just received your letter and in reply thereto let me say that the United Cyclisits may meet at the Irish American club house on next Monday evening, November 27. Incidently, I shall be pleased to serve on your Honorary American Bicycle Race Committee and do whatever I can in furtherance of your efforts. I shall try to be present at your meeting Monday evening. Good wishes and success to your movement."

Immediate Contributions Necessary.

Over five hundred press notices to the various newspapers throughout the country have ben sent out during the past week regarding the work of the American Olympic Bicycle Committee of the United Cyclists and presenting the need of immediate contributions to the fund. The committee cannot go on further with the campaign for a bicycle team to represent America in the Olympic road race unless contributions are made at once. There is no time to lose in the matter and every one interested should get busy without delay. The committee suggests that the various clubs in all parts of the country should arrange some kind of a benefit at

once, remitting the proceeds to the treasurer of the committee. Those who can are also urged to send in contributions at once, whether it be $1.00 or $100.00, to the treasurer, R. F. Kelsey, 914 Tribune Building, New York. The Bicycling World and Motorcycle Review has made a most generous offer to aid the fund by allowing one-half of every two dollar subscription to that paper secured by the United Cyclists through its committee, H. A. Gliesman, 782 Eighth avenue, New York City, to be turned over to the treasurer of the Olympic Committee at once. If one thousand people in all parts of the country would get one yearly subscription to the Bicycling World and Motorcycle Review during the coming week, sending the same to Mr. Gliesman, the committee could at once go on with the campaign and without a doubt carry it to a successful end, for then they would have $1,000 cash with which to work. The new slogan is: "Join the United Cyclists 1,000 Club,' by being one of the thousand in all parts of the country to get one subscription to the Bicycling World and Motorcycle Review, sending the same to H. A. Gliesman and thus doing your share toward placing $1,000 in cash in the hands of the American Olympic Bicycle Race Comittee with which to carry on the work.

Plan for Big Dinner in January.

Plans for the United Cyclists dinner to be held in New York City on Wednesday evening, January 10th, which will be during the automobile and motorcycle show at Madison Square Garden are daily assuming more definite shape, and it is expected that this will surpass all previous affairs of the kind in any part of the country. The committee hopes to have one thousand cyclists from all over the United States at the dinner, the tickets for which will not be at a prohibitive cost to any one. The following have been invited to be present and speak: Governor John A. Dix, of New York State; Mayor W. J. Gaynor, of New York City; Controller William A. Prendengast, of New York City; Borough President Alfred E. Steers, of Brooklyn; Hon. St. Clair McKelvay of Brooklyn, and various other prominent men in public life and connected with cycling interests.

Australian Handicap "100" in 304 Minutes.

The 6th annual 100 miles handicap road race under the auspices of the Victorian Traders Association of Australia, took place on Saturday, October 7. The event, which is one of the largest held in the land of the kangaroo, this year drew an entry list of 294 riders, of which 212 started and 150 qualified inside the time limit of 6 hours 15 minutes. Won by L. Clark (28), time, 5:23:32; second, J. Beasley (9), 5:06:01; third, H. Dondel (17), 5:14:09; fourth, C. Snell (17), 5:17:03; fifth, V. Brown (9), 5:10:05. Fastest time, D. Kirkham (scratch), 5:04:04. Fastest time, 1910, I. R. Munro, 5:01:30.

FIFTEENTH WARRNAMBOOL RACE

Interesting Details of Great Australian Event—Collins Wins First Place and O'Shea Takes Time Prize.

With the latest mail from Australia comes the details of this year's Warrnambool road race, the fifteenth of the series under the auspices of the Dunlop Rubber Company, held October 14. This race has come to be recognized as the leading road cycling event of the Antipodes and in magnitude ranks among the greatest in the world. The distance of the race is 165 miles, the course is from Warrnambool through Terang, Camperdown, Colac, Winchlsea, Geelong, Werribee to Melbourne.

The race is a handicap affair, sixty minutes being the limit; the riders are sent off in squads at two minute intervals down to the eight minute division, after which there is a gap of three minutes and the five minute men get the word, followed by those on two minutes, with the honor men next.

The winner of this year's event proved to be A. R. W. Collins, riding with a 34-minute handicap; his riding time being 8 hours 45 minutes 11 seconds. J. Tebbs (42 min.) was second by half a wheel's length, and the same distance separated the third man, F. Lessing (40 min.).

The fastest net time, 8 hours, 18 minutes 44 seconds, was made by P. O'Shea (scratch); he also finished in 15th position. The next scratch man to finish was A. B. L. Smith, 44th place; the third and last of the back-markers, P. J. Gascoyne, was scored for 142nd position. Out of 335 entries, 290 riders started and 195 finished within the time allowed for scoring, 10½ hours.

All the arrangements are carried out by the Dunlop company. One of the principal items is that of providing food and drink, gratis to the competitors, by the promoters. At 43 miles a food bag containing one beef sausage, three oranges, three bananas, several pieces of celery, and a quarter pound each of slab chocolate and raisins, is served out to each contestant. This is followed about a half hour later with a pint tin of warm biscuits and milk; at 72 miles, a pint of warm cocoa and one beef sausage; at 84 miles, a pint of warm milk; at 95 miles an egg flip. At 119 miles the food bag as furnished in the first ration, together with that of the second is given to each rider. About midway between this point and the 145 mile mark two oranges, two bananas and a pint of milk are supplied; at the last point mentioned, a pint of Bovril is passed out. The cost of the provisions alone is about $2,500. The checking and feeding requires 150 officials.

After the finish of the race, hot baths were furnished gratis, cabs were in waiting to convey the contestants away immediately after they crossed the tap The competitors' street clothes are transported free by rail from the starting point. Motion pictures were taken of the start and finish. But one wheel was allowed a contestant, no change of mount being permitted under any circumstances.

The winner, Collins, is 22 years of age, has been riding in races for two years and finished fifth in the race of last year. The value of first prize is $180.

P. O'Shea, the time prize winner, is 22 years of age, five feet eight inches in height and weighs 156 pounds. He rode an 89 gear with seven-inch cranks. O'Shea never touched the ground after leaving the starting mark until the finish 165 miles away. His reward was a "Silver Ribbon" Massey racing bicycle and the title, Australian Road Champion.

The score of the first 20 follows:

	Rider	Hdcp. Min.	Time H. M. S.
1	A. R. W. Collins	34	8:45:11
2	J. Tebbs	42	8:53:12
3	F. Lessing	40	8:51:13
4	W. J. Hughes	34	8:45:15
5	W. J. Slaney	44	8:55:17
6	R. Harker	42	8:53:20
7	O. Colvin	24	8:36:20
8	W. J. Ledger	44	8:56:30
9	H. V. Duncan	36	8:50:37
10	C. Snell	30	8:44:38
11	C. H. Clancey	40	8:57:17
12	W. P. Wigg	28	8:45:56
13	P. Grundell	30	8:48:42
14	H. Gaings	40	8:58:43
15	P. O'Shea	Scr.	8:18:44
16	A. P. Pianta	2	8:20:45
17	L. Ambler	16	8:34:46
18	L. H. Parkinson	20	8:38:51
19	D. T. Cupples	24	8:42:52
20	H. J. Frederick	24	8:42:53

Prebble Wins New Zealand Test.

Riding from the handicap mark of 35 minutes, G. W. Prebble won the annual test race of 112 miles from Timaru to Christ Church, New Zealand, under the auspices of the Dunlop Rubber Co., on September 7th. The winner's time was 6 hours 22 seconds; the second man, E. Slow, a co-marker, required just 24 seconds more to cover the course. The entries numbered 121, of whom 107 started and 57 finished.

The winner of the fastest time and the title of Road Champion of New Zealand that goes with it was P. O'Shea (scratch), time, 5.37.31⅕. The record for the course is 5.30.27⅘, made in the race of 1910 by A. B. L. Smith. All three riders are residents of Christchurch, New Zealand.

South Australian Test Goes to Grigg.

The South Australian Dunlop Test Race, over a course of 100 miles, between Burra and North Adelaide, September 30, was won by W. E. Grigg (scratch), who also made the fastest time, 5:39:00. Grigg gave away handicaps up to 43 minutes, and with one co-marker was at the rear end of a gap of 15 minutes at the start. The second man to finish was S. J. Tobin (28 min.), time, 6:07:00⅖; the third rider, L. Gilbert (30 min.), was over 10 minutes behind them at the finish, time, 6:19:11⅕.

What is a 1912?

ALL the 1912 announcements are now out. Compare them. What do you see—how many real 1912 models? Just one—the new Harley-Davidson.

A person would almost think, from the advertisements that have recently appeared, that any much heralded announcement of a cut in price constituted the announcement of a new model. But don't fool yourself—it doesn't.

Just put yourself in the place of our competitors when they saw our 1912 announcement. What would you have done if you had no more to offer than they have? Here was the new Harley-Davidson, with Ful-Floteing Seat and Free Wheel Control, at the same price that they were figuring on getting in 1912 for an out-of-date type of machine with rigid seat and a dinky little makeshift clutch of the "slip 'em in easy" or "grab" variety stuck on to the engine or countershaft, presumably as an after thought. Yes, just ask yourself, what would you have done in the same case? Just what they did—the only thing they could do—cut their price below that of the new Harley-Davidson, thereby admitting as they admitted, that their machine was an obsolete model.

If the other motorcycle manufacturers had known what we were going to bring out for 1912, you would have seen one grand scramble on their part for some shock absorber or spring frame contraption to meet the fierce competition on all sides that the new Harley-Davidson has brought about. Mind you—by one stroke all rigid seat motorcycles, all spring frame models and all engine or countershaft clutches were made obsolete. And one simple announcement did it all, namely, that the big Harley-Davidson company was coming out with an entirely new model, embodying the Ful-Floteing Seat and Free Wheel Control. The unfortunate manufacturers who had planned for 1912 to carry over their warmed over 1911 stuff as 1912 models and "get away with it" were badly disappointed.

Manufacturers who made their 1912 announcement before the appearance of the new Harley-Davidson have added their little mite in the way of testimony to the already over-whelming evidence of the superior merits of the new Harley-Davidson, by making a second 1912 announcement to the trade, cutting their prices again, this time below that of the new Harley-Davidson.

Now as for our part, ours is an altogether different story. Our entire 1911 output was sold before October first, 1911, and we are now making only genuine 1912 machines. We have absolutely quit building any rigid seat machines and are making exclusively,

"The Motorcycle with the Ful-Floteing Seat"

Send for new catalog

HARLEY-DAVIDSON MOTOR CO.

150 C Street **Milwaukee, Wis.**

Kirby Now Heads the A. A. U.

Athletic legislators composing the Amateur Athletic Union of the United States gathered in annual convention at the Waldorf-Astoria, New York City, November 20. As both the National Cycling Association and the Federation of American Motorcyclists are affiliated with the A. A. U. the general results of the meeting will prove of interest.

The attendance was large, all sections of the country being represented and many new measures were adopted, the minor details of which will be disseminated through the official channels. The prospects of sending a representative American team to the Olympic games at Stockholm next year were thoroughly discussed and a substantial sum was donated toward the fund to defray expenses of the athletes.

Election of officers resulted in the choice of Gustavus T. Kirby of New York to the presidency to succeed Everett C. Brown, of Chicago, who has held the office for the past two years. Mr. Kirby is the youngest man who has ever held the office, having been born in Philadelphia in 1874. He is a graduate of Columbia University, and has been noted in athletic circles as a runner, fencer and cyclist. He has been connected with the Intercollegiate Athletic Association since 1894. In 1895 he was its president, and has been chairman of its advisory committee since 1896.

It was decided at the meeting that all national championships for the year 1915 should be held in connection with the international exposition which will be held in San Francisco to celebrate the opening of the Panama Canal. This means that inducements will be offered to run the national cycling and motorcycling championships in connection with the other athletic events during the progress of the exposition.

France Keeps Saltonstall Trophy.

It looks as though France has a permanent hold on the Saltonstall Trophy, that nation's cyclists having scored the greatest number of points at the world's championship races in 1909, 1910 and 1911. The Trophy, under the terms devised by the Union Cyclists Internationale, since the death of the donor, stipulate that it must be contested for at five world's championship meets, and that the nation securing the greatest number of points retains permanent possession.

An official announcement by the U. C. I. gives the point results of the international meet held at Rome, June 13-19, 1911, by nations as follows: France, 8; England, 6; Italy, 4; Denmark, 3; Holland, 3; America, 1. James F. Moran was the only American rider competing at Rome and he secured third place in the 100 kilometres motor-paced championship event.

The next competition for the Trophy will be in the United States in 1912.

1000 PATRIOTIC AMERICAN CYCLISTS WANTED AT ONCE

The United Cyclists of New York is going to send a bicycle team to represent America in the two hundred mile road race to take place in Stockholm, Sweden, July, 1912, in connection with the Olympic Games. The best twelve American amateur bicycle riders from all parts of the country will be sent. It will cost approximately $4,500. This will be the biggest thing attempted in American cycling circles, if not during the history of the sport here, at least in recent years. We must have this fund pledged by or about January 1st. There is no time to lose.

The Bicycling World and Motorcycle Review

has offered to aid the United Cyclists in this work by contributing one-half of the amount secured by that organization for yearly subscriptions to the Bicycling World and Motorcycle Review at the regular rate of $2, sent through H. A. Gliesman, Special Subscription Committee of the United Cyclists, 782 Eighth Avenue, New York City. This means that for every subscription that is sent through Mr. Gliesman, for the United Cyclists, the American Olympic Bicycle Race Committee will be credited with one-half, or one dollar. This committee is in urgent need of funds at once to go on with the work.

WE WANT 1000 MEN AT ONCE

to send to H. A. Gliesman, Special Subscription Committee for the United Cyclists, 782 Eighth Avenue, New York, one yearly subscription to the Bicycling World and Motorcycle Review at the regular rate of two dollars per year, and thus the American Olympic Bicycle Race Committee will have $1,000 to carry on the campaign for this team in the necessarily active manner, without being hampered for lack of cash.

Will you be one of the thousand to send in one new subscription to Mr. Gliesman during the coming week and thus aid the Olympic Committee in going on with their work? Doing this, you will be credited with one dollar contribution to the Olympic Fund. You can secure the subscription in a few minutes. Do so and DO IT NOW. Fill out the attached blank and mail it with the two dollars to H. A. Gliesman.

Date.....

H. A. GLIESMAN, Special Subscription Committee,
United Cyclists, 782 Eighth Ave., New York.

Enclosed find two dollars for which kindly enter the name of.....
.....as a subscriber to the BICYCLING WORLD AND MOTORCYCLE REVIEW for one year from date and credit my name with one dollar as a contribution to the American Bicycle Race Fund.

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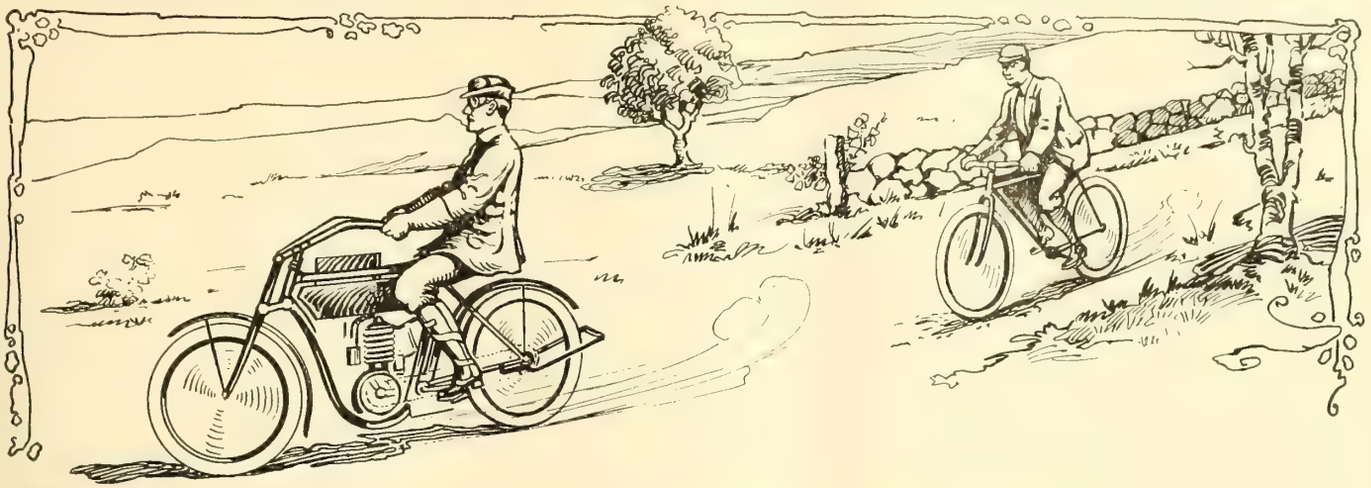
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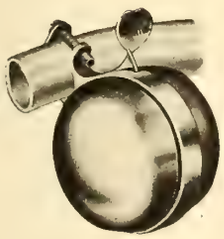
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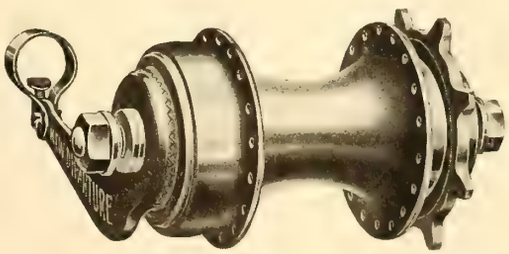


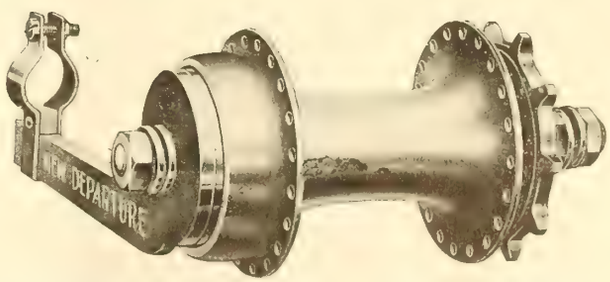


If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.

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COASTER BRAKE LICENSORS
Bristol, Conn.





Some Facts Regarding Hour Record.

Editor of the Bicycling World and Motorcycle Review:

I wish you would please give me some facts concerning that one-hour motor-paced record made by Paul Guignard. What date, time of day, name of motorcycle and gear of same, size of track, pacemaker, fastest mile or part thereof, nationality of Mr. Guignard.

If you have any data concerning this which I have not mentioned, I will be pleased to learn of it.

W. W. SHIFFER.

Newark, N. J.

The world's hour motor-paced bicycle record, held by Paul Guignard, was ridden on Wednesday, September 15th, 1909, on the cement track, 728 yards to the lap, at Munich, Germany. Distance, 63 miles, 189.8 yards.

The motorcycle used was of special build, fitted with an Anzani three-cylinder motor giving about 30 horsepower. The pacemaker was Franz Hoffman; a windshield, 12 inches wide and 24 inches high, was fitted to the rear of the machine. The bicycle ridden by Guignard was of German make (name not obtainable at the present writing); weight, 24½ lbs.; gear, 160.

The start was made at just about noon, the rider getting away from a standstill so quickly that he was tacked on behind the pacing machine before the first turn was reached; the first lap was ridden in 46⅖ seconds, about 31 miles per hour; the first 10 kilometers (6 miles 376 yards) in 6:18⅕; the second in 5:51; the third and fourth, in exactly 5:49 each.

Twice during the hour the timers recorded laps in 22⅘ seconds, which is at the rate of a mile in 55⅖ seconds, or 65 miles per hour. Guignard is a Frenchman by birth, is now 36 years of age, and has been riding in competition since 1894.

The following table shows the time made at each intermediate distance of 10 kilometers:

Distance	Time
10	6:18⅕
20	12:08⅘
30	17:57⅖
40	23:46⅕
50	29:34⅗
60	35:25⅖
70	41:18⅕
80	47:13
90	53:07
100	59:01

½ hour, 50 kil. 761 m.—31 miles 919 yds.
1 hour, 101 kil. 919 m.—63 miles 189.8 yds.

Nominations For C. R. C. Association.

Announcement comes that the annual election for the ensuing term of officers of the Century Road Club Association will be held as usual by mail ballot, date of closing, December 16, 1911. The nominees are as follows: National—President, Paul Thomas, New York; first vice-president, E. Lee Ferguson, New York; second vice-president, D. W. Moore, New Jersey; treasurer, R. A. Van Dyke, New York; recording secretary, Sylvain Segal; financial secretary, H. W. Zarr, New York.

New York State Division—Centurion, A. R. Cooley; treasurer, George Bieregal; secretary, H. W. Zarr; captain, Sylvain Segal.

Connecticut Division—Centurion, J. W. Mitchell, Greenwich; secretary, Henry Robinson, New Haven.

C. R. C. of America Championship.

A. D. Dawson, with a total of 26 points won the 1911 series of club championship races of the Century Road Club of America, when on November 19 he finished in the premier position in one race and second in the other two, that day, which marked the termination of the series.

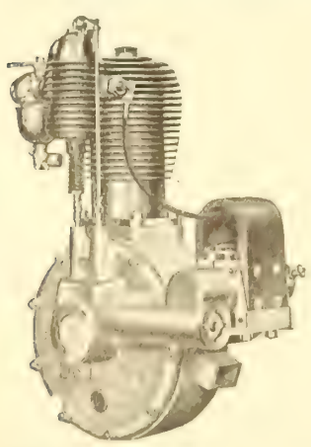
The scores are as follows: Two miles open—Won by B. Markowitz; second, A. D. Dawson; third, H. W. Hintze.

Four miles handicap—Won by Herman Hintze; second, A. D. Dawson; third, B. Markowitz.

Five miles miss-and-out—Won by A. D. Dawson; second, B Markowitz; third, H. W. Hintze.

Total points won in the series: A. D. Dawson, 26; Benjamin Markowitz, 18; Herman Hintze, 9. Gold, silver, and bronze medals were awarded first, second and third respectively.

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In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

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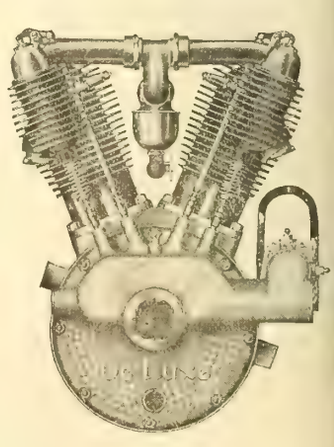
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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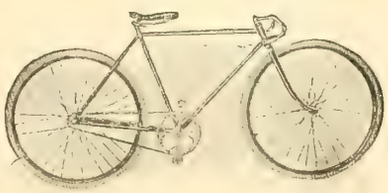
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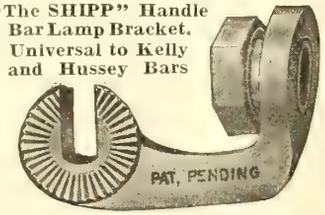


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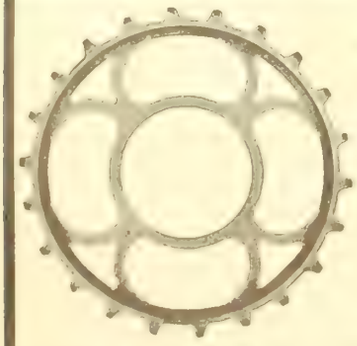
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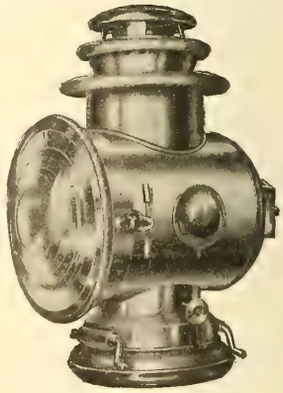
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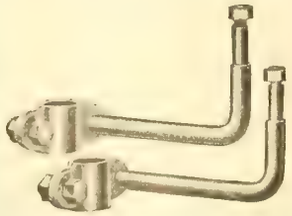
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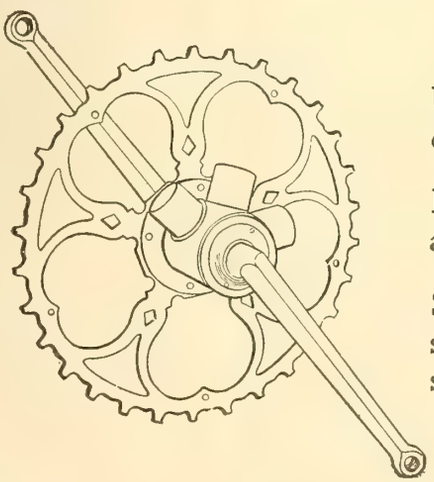
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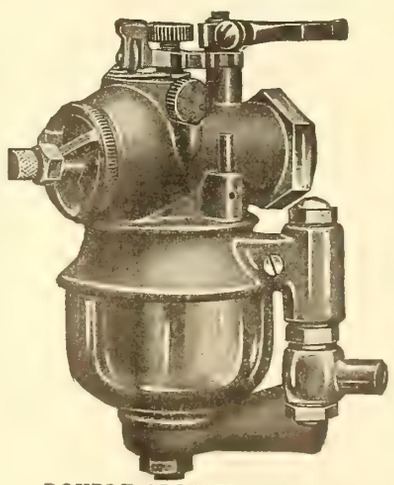
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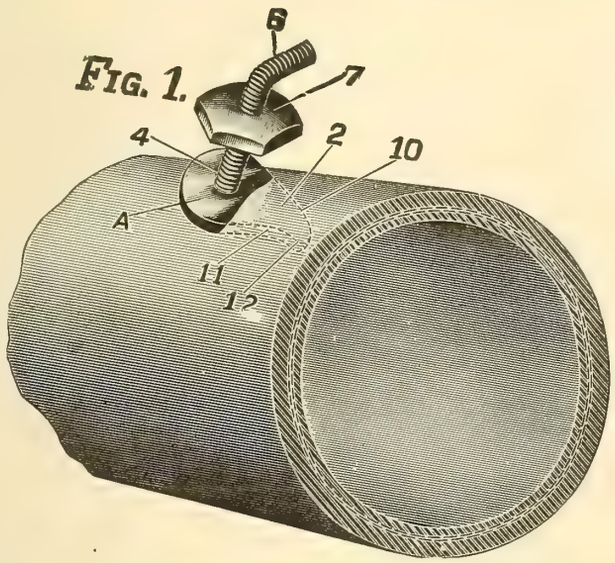
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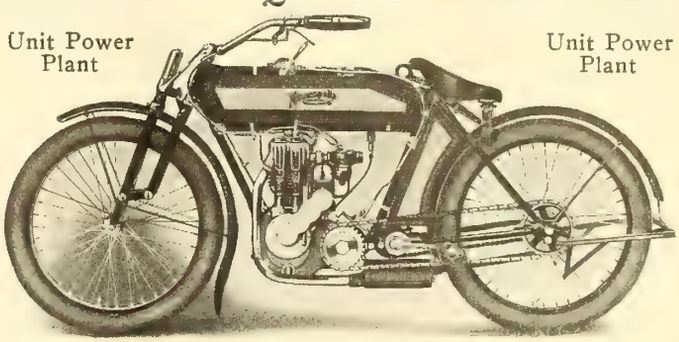
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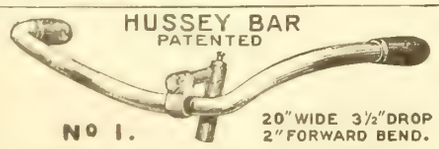
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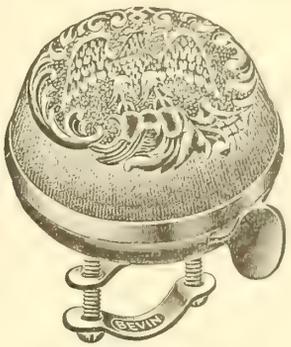
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The STAR Ball Retainer Company
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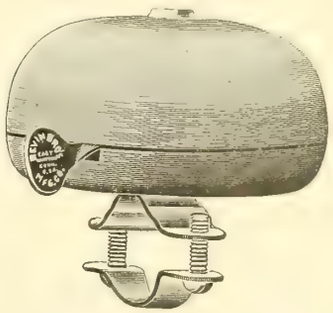


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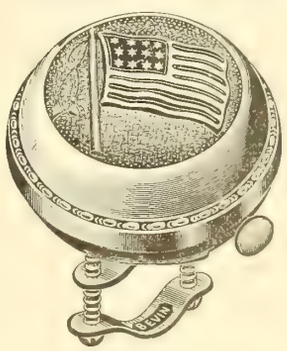
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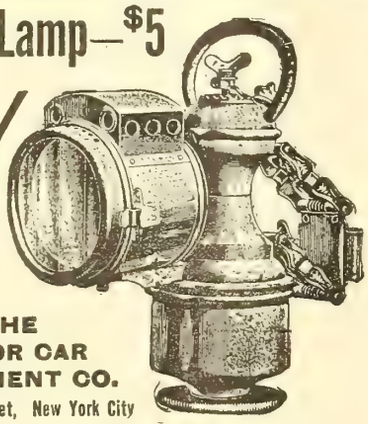
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Weighs Only 23 Ounces.



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Let us estimate on your requirements for
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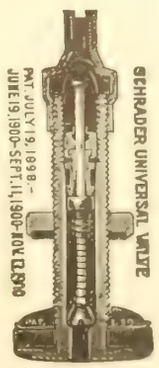
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That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

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SCHRADER UNIVERSAL VALVE
(Trade Mark, registered April 30, 1895.)



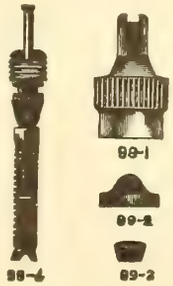
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



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Manufactured by
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Kokomo "New Oxford"

The wear-resisting qualities of Kokomo Tires due to the extra quality of materials used in their making, illustrate the reason why so many manufacturers of high grade bicycles are using them; also, why dealers all over the land are busy supplying the demands of experienced riders who require only the highest grade tires manufactured.

KOKOMO TIRES

will be sold in greater lots during 1912 than in previous seasons. Kokomo "New Oxford," a popular guaranteed tire that is especially designed and constructed for road use. It is made from the best materials obtainable, being built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired. Kokomo Defender Special, a medium price tire of more than ordinary quality. It is popular among riders. Also furnished in smooth tread.

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Well You Have Heard the Big Noise—Also the Echoes

NOW GET DOWN TO BUSINESS WITH THE HOUSE OF FLANDERS

We Will Deliver Every Day in the Year

Flanders "4" at $175

¶Mr. Dealer make sure when you sign up for a low price high grade motorcycle that you can secure this model at all times to fill your demands. Find out if it's a regular production or a clean up of 1911 models.

¶You can't afford to start something and then not finish it.

¶What you must have is a Flanders proposition, the one you can secure and hold trade with. That $175 Magneto Model Flanders is the one that will have the big demand. Think it over—then act.

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Pennsylvania VACUUM CUP Bicycle Tires





Stocked by the leading hardware and sporting goods jobbers throughout the country.

The raised rubber cups moulded on these tires absolutely prevent skidding on wet or slippery pavements or in mud. The cups "hold the road" better than any known form of non-skid, and by ensuring safety and better traction power they admit of increased speed. The rubber knobs render these tires exceptionally long wearing. They last.

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Made by an Independent Company with a selling policy which ensures a fair margin of profit to jobber and dealer. Write for profitable particulars.

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(Re-organized February 1st, 1910)

NON SKID TRADE MARK

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Well, You Don't Have to Any More, Why?

Because we have something that has never been equalled in the history of motorcycling in America. It is a **BIG TWIN** and you don't dare open her up on the road. Try it once and watch the hills disappear behind you.

Two Beautiful Colors

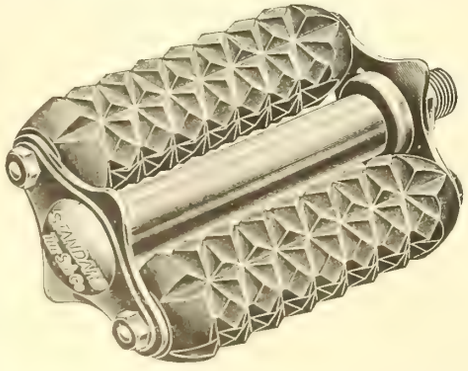
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Brown Green Ivory Panels

Double oiling system, double braking device, shock absorbing seat post, foot rests, luggage carrier, mechanical valves, powerful ball bearing easy running motors and other exclusive features.

If interested, write us today. If not interested, write anyway and you soon will be.

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The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

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Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

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Here's a Proposition that Can't Be Equalled!

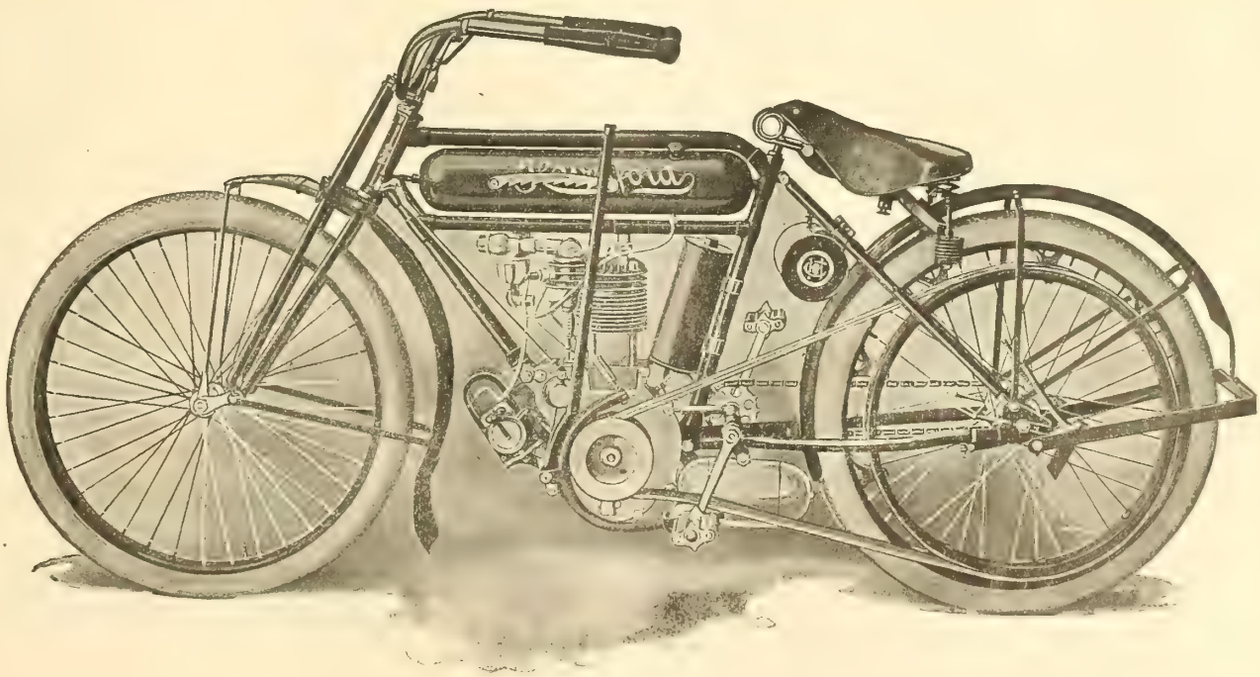
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BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.



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The addition of a gauge makes our motorcycle gas tank similar to our well known automobile tank in everything but size. This gauge shows at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. Any dealer will take in this tank and send it to us to be exchanged for the new model with gauge, if the user desires, upon payment of the difference in price, $2 and transportation charge, plus the usual exchange fee if the old tank is empty.



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Investigate Prest-O-Lite

Some of your friends are probably using this splendid lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

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Get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

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FREE OUR HANDY RULER

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.

Price of Tank $10



Dimensions: Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

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Are the Safest Equipment for Your Motorcycle

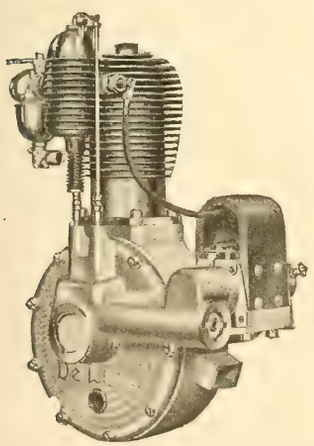
Made like an Automobile Tire in strength and toughness.
Every tire is thoroughly tested before leaving factory and guaranteed perfect.
No road service too severe for Continental-Erie Tires—they are built for the work.

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In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

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One piece crank shaft.
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Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
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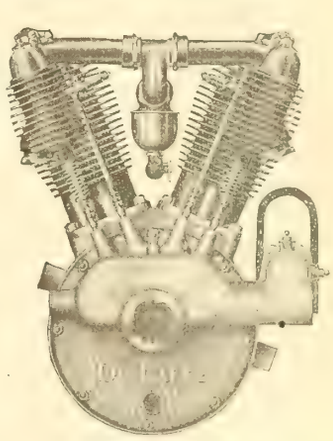
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder
Five H. P. Single Cylinder
Seven H. P. Twin Cylinder
Nine H. P. Twin Special

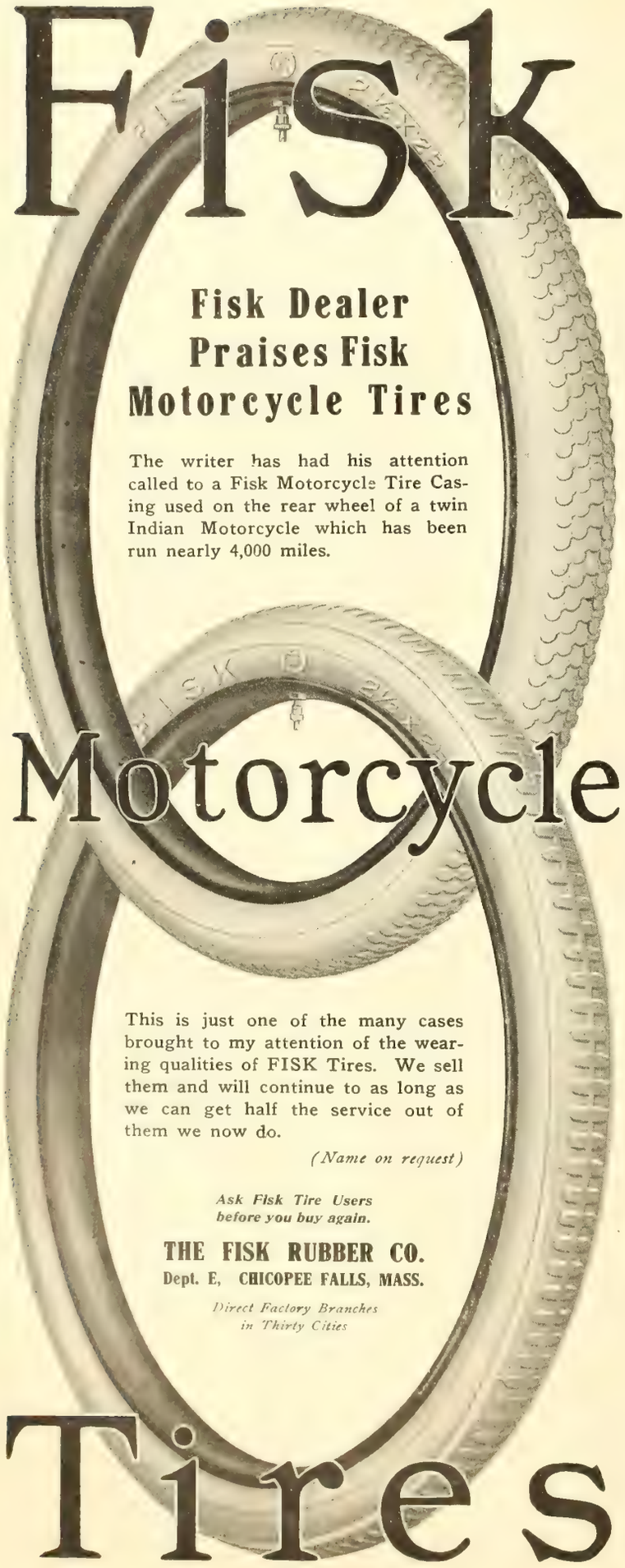
PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.



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Fisk



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This is just one of the many cases brought to my attention of the wearing qualities of FISK Tires. We sell them and will continue to as long as we can get half the service out of them we now do.

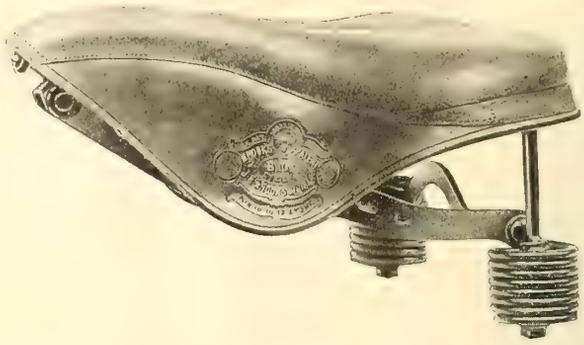
(Name on request)

Ask Fisk Tire Users before you buy again.

THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

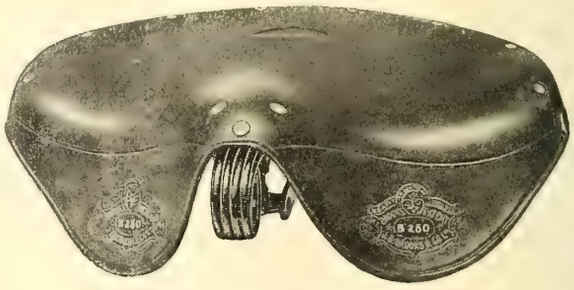
Direct Factory Branches in Thirty Cities

Motorcycle Tires



This is the BROOKS B104—

a perfect saddle of great strength and comfort. It is specially constructed to give a low riding position, and the leather is of an extra stout superfine quality and perfectly shaped. Plain or padded top.



—and This, the BROOKS B250

is a most luxurious seat for motor cycles of the non-pedalling type. It is low built, and the leather top is of the finest quality and extra stout substance, beautifully moulded to shape and of extremely comfortable proportions; this model, also, is supplied with either plain or padded top.

Both the above embody

the original and only genuine Compound-Spring—

And that is the only spring which ensures that perfect compensating action which is absolutely essential to the rider's ease and comfort.

Your customer knows that spring, and—its value.

You should know its value as an aid to easy sales!

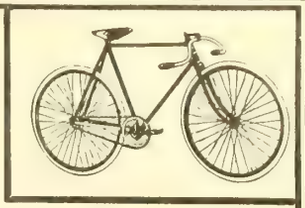
J. B. BROOKS & CO., Ltd.

73 Criterion Works Birmingham, Eng.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren St., New York



How to Satisfy Your Customers and Make Money

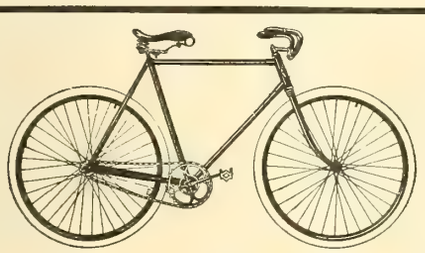


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

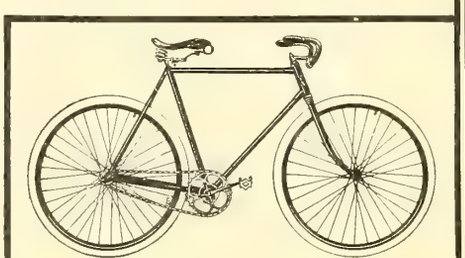


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

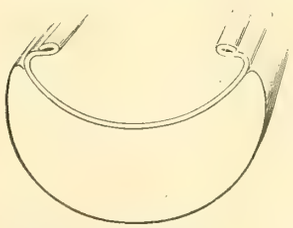
We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

Christmas Shopping Has Begun in Earnest

POPE BICYCLES

Our Handsome High-Grade Machines for Adults and Children Will Lure and Land Thousands of Christmas Shoppers. Last Call for Orders!

Dealers Let us have your bicycle orders for the holiday trade at once so that we may make immediate shipments and enable you to take advantage of the splendid opportunities now open to those who can deliver the goods. Christmas shopping has already begun in earnest and it's the early buyers—those who New York merchants declare confine their selections largely to practical gifts—that you want to catch.

ORDER YOUR CHRISTMAS STOCK OF POPE BICYCLES TODAY

We suggest selections from the following lines:
COLUMBIA, TRIBUNE, CLEVELAND, RAMBLER, FAY JUVENILES.

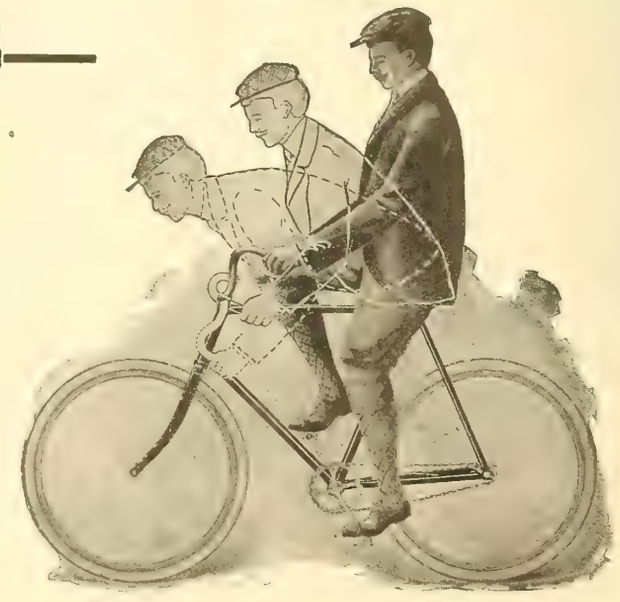
THE POPE MANUFACTURING CO., Hartford, Conn.

Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

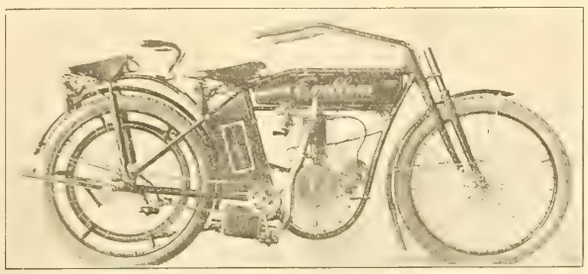
The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

Sales are stimulated when the Kelly is an equipment feature.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio



You Cannot Find Better Value Anywhere at Even Higher Price.

The Machine You Want At The Price You Ought To Pay

This is only one of our several models for 1912. The 4 H. P. battery single at $175, and the same machine with magneto at $200; the 5 H. P. battery single at $200, and its counterpart with magneto at $225; and the big, powerful 7 H. P. magneto twin at $250, gives dealer and rider a wide range for selection. And, most important of all—

Every Machine Fitted With Free Engine and Variable Speed Clutch Without Extra Charge.

Our line of famous motorcycles is the natural outcome of many years' experience in the manufacture of high grade bicycles. Also do not forget that we still are

Making More and Better Bicycles Than Ever Before

and if we are not represented in your vicinity it is strictly up to you to "Obey That Impulse" and write today for agency proposition.

EMBLEM MANUFACTURING CO., Angola, Erie Co., New York

Member M. M. A.

Distributors for California—John T. Bill & Co., Los Angeles
For Oregon—Ballou & Wright Portland. Washington—F. M. Spinning, Seattle
For the South—Henry Keidel & Co., Baltimore, Md.

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.



CYRUS JUVENILE

Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we using Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

Goodyear Motorcycle Tires Smash Two More World's Records in California

Events in Oakland stir up renewed enthusiasm in these make-good tires. Wolters, on Goodyear Blue Streaks reels off 5 miles in 3:27 — 10 miles in 6:58. Both are world's records. Both tell of Goodyear Tire quality. Thousands endorse Goodyear excellence. Among them all the foremost motorcycle manufacturers in America.

Tires of Endurance and Resiliency

Endurance and resiliency have always characterized Goodyear Motorcycle Tires and lifted them out of the **commonplace** and into a place by themselves.

A **single** race won—a single record lowered, might be due to **many** causes. It might be due to a good set of tires on one machine or a poor set on another. On the other hand it might not be a question of tires at all. It would prove nothing.

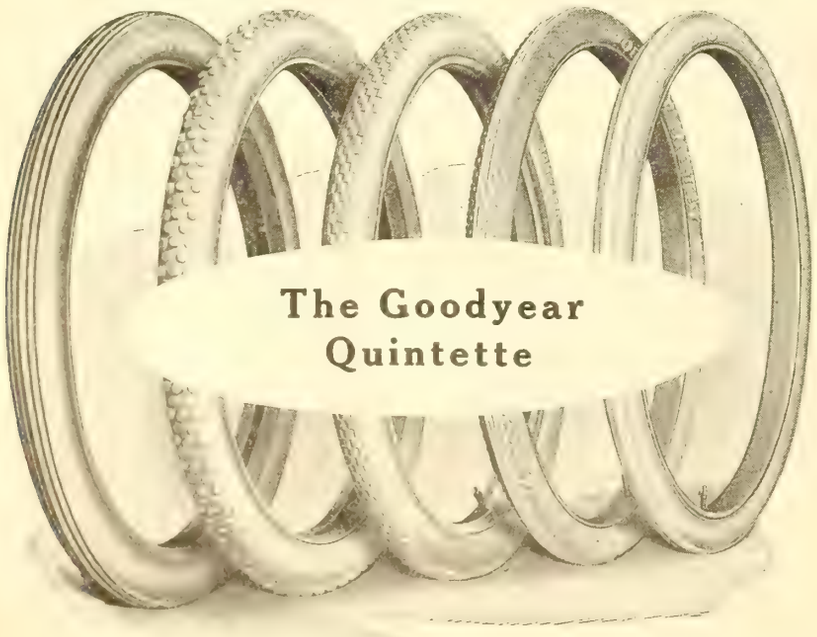
But when the same tires hold **all** world's records **as do** Goodyears—when the same tires continuously and without break win first place everywhere in practically every event entered, as Goodyears are doing and as you have **seen** them do in nearly every issue of your motorcycling journal for months back—then this **does prove something.**

It proves that Goodyear Motorcycle Tires are **better tires.** It proves that they can always be depended on to **deliver.** It proves they are the tires you ought to have.

If you doubt this, write any one of the following concerns. They have specified Goodyear Motorcycle Tires for their 1912 output.

Aurora Automatic Machinery Co.	Thor
Black Hawk Motor Co.	Black Hawk
Consolidated Mfg. Co.	Yale
Emblem Mfg. Co.	Emblem
Excelsior Supply Co.	Excelsior
Flanders Mfg. Co.	Flanders
Harley-Davidson Motor Co.	Harley-Davidson
Hendee Mfg. Co.	Indian
Miami Cycle & Mfg. Co.	Merkel
Minneapolis Motorcycle Co.	Minneapolis
Thiem Mfg. Co.	Thiem
Wagner Motorcycle Co.	Wagner

For 1912 These Concerns Have Specified



GOODYEAR
Motorcycle Tires

Tires with extra thick treads for greater endurance. The world's greatest tire experts—makers of Goodyear No-Rim-Cut Tires—here render you extra service at no extra cost in the

5 GREAT TIRES

One for Every Road Condition

1. **Goodyear Corrugated Tread Tires**—For the average give-and-take road.
2. **Goodyear Studded Tread Tires**—For mud, sand, snow and ice travel.
3. **Goodyear Non-Skid Tires**—For use on slippery pavements.
4. **and 5. Goodyear Blue Streak Racing Tires**—Hold all world's records. One tire for dirt tracks, another for cement or board.

Let us Send Our Book on "Motorcycle Tires." It Describes All.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(445)

THE BICYCLING WORLD and MOTORCYCLE REVIEW
Founded 1877

Vol. LXIV. New York, U. S. A., Saturday, December 2, 1911. No. 11

PREDICTS 50 PER CENT. INCREASE

Lovell Johnson Looks for Large Increase in Bicycle Trade During Coming Year—His Reasons.

"From all indications our bicycle business will show in the coming year at least 50 per cent. increase over that of the season just closed," remarked J. Lovell Johnson to a Bicycling World representative a few days ago at the New York headquarters of the Iver Johnson Arms and Cycle Works, makers of the well known "Trust-the-Truss" bicycles. "Our travelers," continued Mr. Johnson, "have now completed one-third of the annual winter trip and the amount of business, both in renewed contracts and new agencies placed, is far beyond our expectations—considering the general impression prevalent in other lines of trade that 1912 will be an 'off' year in business.

"We find the new 'midget' juveniles, added this year, thus completing the largest possible range in small sizes, have met with the instant approval of the trade and the demand for immediate delivery indicates that the approaching holiday sales undoubtedly will equal, if not surpass, that of any in the history of the industry.

"These highly gratifying conditions are not alone confined to the children's wheels nor to any one section of the country. The entire line, including the ladies' models, is being called for by both city and country dealers, north and south, and our Pacific coast representatives have doubled their requisitions of previous initial orders for the coming season.

"With the exception of the territory west of the Rocky Mountains, all of the sales now are handled direct by our own staff which has been increased by 40 per cent., and their territories have been re-arranged. This is in accordance with a plan which we have had in contemplation for some time, one of the objects of which is to eliminate as far as possible the hitherto universal habit of considering the bicycle as a 'season' proposition, and, at least among 'I-J.' agents and through them the riding public, it is our aim to emphasize the all-year-round serviceability of the bicycle.

"The first step in putting this policy into practice, we took two years ago by sending out a few of our salesmen on a yearly trip instead of the usual short 'season' trip.

That this radical departure from accepted practice has been productive of amply satisfactory results we are convinced as is testified by the evident appreciation of the agents; and again in the increased sales throughout the territories in which the system was tried. A striking case in point is the showing made so far in one section, wherein during the past year the total gain over the previous season was more than 70 per cent., and on the trip now in progress a 40 per cent. increase in the sales as compared with those of the corresponding period of last year is shown."

New Michelin Inner Tube for Motorcycles.

A butt-end inner tube for use in motorcycle tires that promises to become as much of a favorite as the Michelin red inner tube for automobile tires is being placed on the market by the Michelin Tire Company, of Milltown, N. J. The new tube is made of the same material as the regular Michelin inner tubes, the ends fitting together in such a way as to minimize the possibility of them giving way.

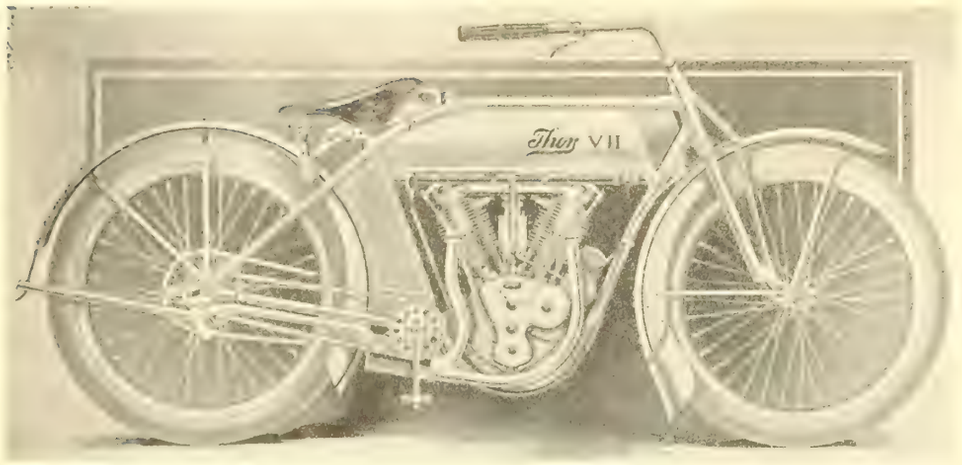
HANDSOME NEW TWIN FROM THOR

Design Standardized With Many Novel Motor Features—Spring Seat Post and Two-Speed Introduced.

Without a doubt one of the handsomest and clean cut of the 1912 crop of twin cylinder motorcycles is the new Thor snow white "VII" which will be the "big thunder god" of the line for next year. At first glance this latest creation from the works of the Aurora Automatic Machinery Co., Aurora, Ill., appears to be an entirely new model, and truth to tell, it bears little family resemblance to its predecessor, though of course, several distinctive and original Thor features are retained, and some new ones added.

Among the new chips in the basket are an altered frame design, truss spring fork, redesigned motor, spring seat post, improved mud guards, improved stand, metal tool box, longer wheelbase, improved handlebars, new oil pump drive, symmetrical exhaust leads, magneto in front of motor, front guard splasher, multiple jet carbureter, two speed gear, and a sheaf of minor refinements. The machine is rated at seven horsepower, and lists at $300, a reduction of $25 on the previous model. The two speed is furnished for $25 extra.

As the motor is the heart of a motorcycle, the changes and improvements in this unit naturally are of first importance. Instead of the old tilted V form of mounting with the front cylinder lying half horizontal and the rear one upright, the motor now in set straight V with both cylinders bent outward equally from a vertical center. This arrangement gives a neater appearance, bet-



NEW 1912 THOR "VII" WHITE GHOST TWIN

ter mixture and oil distribution, equal cooling, and simpler manifold, carbureter and exhaust pipe arrangement. Cylinders now are set 50 degrees apart, an arrangement which is claimed to give better balancing and increased strength in the base at the apex of the V.

Spark plugs now are located on the inner sides of the cylinders, bringing them higher and affording more protection from fouling. The one piece cylinder and head casting, with all flanges horizontal, is retained. While mechanical inlet valves are continued, the operating mechanism is entirely new. In place of the former spanner pull down links, over head rockers and push rods are used. To take care of the offset necessary to clear the cooling flanges and also allow for side motion due to the angularity of the stroke of the push rods, they are coupled to the cam tappets by ball and socket joints. These permit of an easy take up of lost motion, and also contribute to quietness in the valve gear operation. Screw adjustments are provided on the rocker arms, where a ball and socket coupling also is used. Being permanently coupled at both ends there is no chance of the push rods jumping out of their seats and becoming lost, a mishap which is not unknown.

A new T inlet manifold is used, with the carbureter set between the cylinders. The carbureter has been redesigned and now incorporates the multiple jets, to give slow motor speed for city riding. It is fed by a short and direct pipe line from the tank directly overhead, and a loop is incorporated in the line to absorb road vibration and minimize breakage of the line. A pet cock shut off also is provided at the tank outlet.

Automatic magneto advance has been abandoned, and the Bosch enclosed arch type of magneto now is mounted in front of the motor, on a low platform cast integral with the motor base, where it does not impede the flow of air to the front cylinder. Provision for quick dismounting is made, and by a clever arrangement, the instrument may be removed without disturbing any gears or "breaking" the timing. The magneto gear housing is cast integral with the cam case, as also is the oil pump housing.

While the registering cup disc form of oil distribution is retained, it now is located on the right side of the motor base, below the cam gears, and is driven off the main shaft through eccentric internal gears. The oil flows by gravity from the rear compartment in the combination tank to the pump, and thence is forced to the rear side of the front cylinder wall, to insure sufficient lubrication to this cylinder, always a problem in V motors. There also is another lead to the motor base, where a constant pool is maintained at a fixed level. All of the interior mechanism is lubricated by splash, in addition to the auxiliary feed to the front cylinder wall. A sight feed cup is located directly beneath the tank outlet to afford quick detection of an exhaustion or clogging of the tank supply, while the pump operation may be tested by uncoupling a union in the front cylinder lead. A base compression relief valve is inserted in the cam case, and removable screw plugs in the oil pump housing permit of adjusting the quantity of oil fed. A needle shut-off valve is provided in the tank.

Roller bearings are continued in the main and crank shaft bearings. Each cylinder has a separate exhaust lead to the muffler, and the pipes easily are detached. The same type of muffler is continued, but the tail pipe has neater lines. The motor is attached to the frame by lugs and anchor plates.

Imported tubing and external fish tail joints are continued in the frame construction. However, the diagonal members of the loop have been given more rake to balance better and produce a neater cradle. There is more space between the seat post tube and the rear guard, which, of course, implys a lengthened wheel base. The top tube now has a sloping drop as it approaches the seat cluster, instead of the sharp slant on the previous model, and the seat is further back, due to the increased rake of the rear diagonal tube. Both head tubes are brought into the head in a neater and wider cluster.

That the Thor designers have not overlooked the importance of providing greater comfort than is to be had with the ordinary rigid frame, is apparent in the introduction of a spring seat post. The device is of the hinged T type with the springs carried on a plunger rod in the seat mast tube. The saddle is mounted on a horizontal hinged bar which is coupled to the spring plunger and two sets of springs of different strength are provided for light and heavy shocks. A rebound spring also is provided, and the compression springs are adjustable for loads and roads.

Another of the brand new features is the truss spring fork, displacing the well known pneumatic cushion fork previously employed. The truss is of conventional form with the cushioning springs housed in the main members and riding on plungers which are coupled to the rear ends of the lower rockers, the fork toes proper being linked to the center of the rockers, and the front axle to their forward ends. Large adjustable bearings are provided on the rockers, to meet the strains imposed by turning out of ruts and sand. Two sets of springs, one for compression to take the load, the other to check rebound, are used. The housing of the springs in the fork sides protects them from the elements.

As heretofore, the ball bearing friction disc clutch is carried on the motor reduction gear shaft. In the two-speed box, also ball bearing, the gears always are in mesh, the speed ratios being obtained by sliding sleeves with dog faces. The clutch is operated by a hand latch on the left handlebar, and where the two-speed is fitted, both mechanisms are controlled by this single lever. To guard against damage to the gear box by an attempt to shift speeds with the clutch engaged, an interlocking control system is used, whereby gear changes cannot be effected until the clutch is released. The well-known Thor system of chain drive through motor enclosed internal reduction gears is continued, only one chain being required, and a slower chain speed being secured. The motor reduction gears are mounted on large roller bearings.

Taking advantage of the three stem fork, a double stem handlebar is used, and all danger of the bars being twisted from a straight fore and aft position by sudden wrenching in sand or ruts is eliminated. A new style of handlebar has been adopted, a broad U type succeeding the rams horn V pattern. The bars now are parallel with the top frame tube throughout their length. As heretofore the motor control is centered in the grips and transmitted through Bowden cables.

Naturally the Thor coaster brake of the friction wedge type is used. The brake arm slips into a pocket brazed to the frame, dispensing with a screw and clip, and saving time and patience in dismounting or in-

serting the rear wheel. The presence of this brake arm pocket has been utilized to serve a double purpose, for it is brazed near the junction of the left upper and lower rear stays, forming a triangular reinforcement where an additional load is imposed.

Changes in the frame lines obviously are reflected in the tank outline, and in its new form is of neater appearance. It is made in two compartments, the gasoline reservoir holding three gallons, and the oil tank, one gallon. A separate petcock is provided for draining or drawing gasoline for priming, making it unnecessary to disturb any connections. To round out the priming facilities, priming cups are fitted to the cylinders. Rolled copper is used in making the tanks, and the external lap is used, so that a repair easily can be effected if necessary.

Mudgards have more clearance and are wider and longer. Metal side splashers are fitted to the front guard back of the fork, and a broad flaring leather visor is attached to the lower end to catch mud and water before it travels higher. The rear guard also has side splashers from the upper rear stays, for the full forward length of the guard. Flat braces are used. The rear guard is carried below the muffler in front, and to a point in line with the hub in the rear. This lower extension in back allows the stand to hang closer to the ground, and in line with the lower rear stays, making a more pleasing appearance for the whole machine.

A new stand of tubular construction is used, and is hinged to the rear fork ends on separate lugs, so that the wheel may be dismounted with the machine on the stand. Shorter and neater stand supporting arms are used, and the stand when in action against lugs brazed to the sides of the lower rear stays. Wheels are 28 inches, shod with 2¾ inch tires, but a choice of three sizes is obtainable, the rims taking either 2½ or 3 inch tires also. Sufficient frame clearance has been provided for three inch tires. Ample room for tools and spare inner tubes is provided in the metal compartment under the saddle. Not the least distinctive feature is the pure white finish, which will make the machine conspicuous in any gathering.

Goodyear Building Canadian Factory.

Toronto, Ont., Nov. 28.—To eliminate the customs duties, and better care for the demands of its Canadian trade, the Goodyear Tire & Rubber Co., Akron, O., is erecting a factory at Bowmanville. It is expected that the production of motorcycle tires will begin January 1.

Canada's first wirerless "rubbergrams" were discharged through the air last week when the private wireless system of the Goodyear Tire & Rubber Co., was put into operation at its Canadian factory in Bowmanville. The official opening of the "line" was signalized by the exchange of communication between the factory and the Toronto branch. Of course these stations also can "talk" with the parent factory in Akron, O. The commissioning of the system marks the first application of wireless for a private commercial use by a business concern in Canada. Advantages which led to the adoption of the system include its inexpensiveness as compared with similar public systems, absolute control over the messages which are transmitted, a saving in telegraph and telephone tolls, storm proof, and secrecy in transmission of important matters.

Excelsior General Will Job Bicycles.

C. W. Odell, president of the Excelsior General Supplies Company, 1436-38 Michigan avenue, Chicago, announces that his company has engaged F. W. Grubb, formerly with the Excelsior Supply Company, of that city, and will start jobbing bicycles and bicycle supplies at as early a date as possible. The company will have an entirely new and clean stock, and hopes to gain by prompt and courteous attention, the approval of the trade.

Mr. Grubb was formerly manager of the Excelsior Supply Company, the predecessor of the Excelsior General Supplies Company, and since then a member of the Fulton-Grubb Company, factory sales agents, Chicago.

Arrow Motorcycle Hails from Chicago.

Featuring what is designated as "an aviation type motor," the Arrow Motor Company, 2845 West Nineteenth street, Chicago, Ill., is offering the Arrow motorcycle in one model, a five horsepower single cylinder, with flat belt drive and Bosch magneto ignition. The list price is $225, and an attractive time payment selling plan by which the machine will be sold direct to the purchaser has been adopted.

A Winter Tip for Dealers.

Dealers who want to push a live selling accessory in winter, and riders of both motorcycles and bicycles who use their machines in cold weather, will find the following tip, offered by B. A. Swenson, of Providence, R. I., of value. He says: "I sell a great many hand wind shields these days, and take it from me they are all right. Any dealer who is skeptical about their merits should order a few, tell his rider customers about them, and then watch how fast they move and how pleased the purchasers are with them. They really are little handlebar muffs and they keep the cold wind from shooting up the rider's arms."



SOME SUGGESTIONS FOR DECORATING SHOW WINDOWS FOR THE HOLIDAYS

INCREASE OF CYCLING IN BELGIUM

Only American Representative in Ghent Gives Some Interesting Facts Regarding Conditions—Attributes His Success to Consistent Advertising and Attractive Store.

Henry DeRudder, the only American bicycle representative in Ghent, Belgium, arrived in New York on Thursday, the 23rd ult., for a six weeks visit, combining both business and pleasure. Mr. DeRudder is very enthusiastic regarding future possibilities for the cycling industry in Belgium, and says that there is an excellent opportunity for American motorcycles in some parts of his country, particularly Brussels, although the government seems to be somewhat opposed to motorcycling, demanding the payment of a yearly license of $10.00. Bicyclists have to pay a license of $1.00 per year, which goes to the maintenance of the six foot cinder bicycle paths which are on every street. Mr. DeRudder says:

"The bicycle business in my city has steadily increased, particularly in the last few years, and the prospects for the future are particularly bright. To outsiders the $1.00 license fee collected from bicyclists by the government may seem hard, but when it is considered that this money is expended for the maintenance of our present paths, which are six feet wide and on every street throughout the country, and the building of new ones, it is money well spent by the cyclist. We can go from Belgium, or, you might say, from the North Sea, to St. Petersburg, on these bicycle paths, a distance of approximately 3,000 kilometres. The great majority of our bicycle riders are of the working class, and only tax payers have to pay the bicycle tax, that is, if a man lives in a house, the rent of which does not exceed $1.00 per week, or he earns less than $20.00 per month, he pays no tax, with the exception of 20 cents for a bicycle license.

"Unfortunately, the American manufacturers lose out in the Belgium market because they do not make their bicycles to conform to our conditions. I can understand, to a certain extent, why they are not anxious for this trade, for I know that all the American factories are working up to the limit of their present facilities to supply the American market. The motorcycle has not been popular in Ghent because they will not allow them on the bicycle paths and the roads have been absolutely unfitted for this machine. The government is starting in to improve the roads very extensively and this will, no doubt, increase the popularity of the motorcycle. We have in Ghent a population of 168,000, but to my knowledge there are only 14 motorcyclists. Another thing that has tended to make the motorcycle more popular is the trains, and if a rider meets with an accident or anything of that kind, 18 or 20 miles out, he does not want to take a chance of that the railroads will not take them on having to walk back. I believe these conditions also will be improved in the near future. A peculiar thing about the natives of my city is the fact they cannot believe that the motorcycle is used in America for extended tours. I have been a subscriber to the Bicycling World and Motorcycle Review for the past eleven years, and I have a copy of every issue for that period, and when I show by friends in Ghent the stories of extended tours they take here in America they cannot believe them to be true. I remember particularly when I showed them the accountu of one of your American taking a trip from San Francisco to New York, my friends thought it was absolutely out of the question and simply a newspaper story.

"To go back to the bicycle end of the business, an interesting item is that nearly every proprietor of a saloon is a bicycle repairman, who repairs a puncture for two cents, sometimes even including this work with a glass of beer. A regular repair man charges five cents. I attribute my success, to a great extent, to the fact that I have taken the largest advertisement in the leading newspaper of our city. I cannot understand why so few dealers here in America do not see the great possibilities for them in newspaper advertising. I have been much interested in reading your various editorials in the Bicycling World and Motorcycle Review on this question, and from actual experience cannot endorse them too strongly. Of course, your rates for this advertising in such a city as New York particularly, is much higher than I have to pay, but the returns would be in proportion and I do not hesitate to say that I would not have the business that I have today if I had not advertised in the newspapers. By this I do not mean that I simply state, as you noted in your columns a few weeks ago, that I am engaged in the bicycle business at such and such an address, but I insert an interesting advertisement that will catch the eye.

"Then, of course, I back up this advertising with an attractive store. My good wife has a great deal to do with this, as she has everything in the shop shining so that you can see your face in it. I really do not wonder that some of your dealers here do not make more money, and yet they have a very extensive stock, thir rent is high and they pay their mechaniesc good salaries, but they simply think that because they have a sign out that it is a bicycle shop, the public does not care how dirty it is or unattractive, but will come in just the same. A man who did this in Belgium would not last three months. When I consider this tremendous expense and the worry the average American dealer has in caring for his large stock, etc., I cannot understand why one of them does not come to a city like Brussels, for I believe there is not a better opportunity elsewhere."

New Quarters for Splitdorf's Coast Branch.

Extensive changes in the branch houses representing the ignition business of C. F. Splitdorf, are being made to meet tne requirements of that concern's extensive trade. The establishment of service departments equipped in factory miniature make heavy demand on space. Following the securing of new quarters in Chicago, and the establishment of a branch in Kansas City, the old quarters in San Francisco had to be abandoned for lack of room. Branch Manager P. E. Kempton, who looks after the Splitdorf Pacific Coast interests announces, however, that he has secured up-to-date headquarters at 430-436 Van Ness avenue, San Francisco, and is now prepared to handle his rapidly increasing trade with promptness and despatch.

Eccles Has Successful Business Trip.

W. E. Eccles, sales manager for the Persons Mfg. Co., of Worcester, Mass., recently completed a trip covering the principal jobbing centers of the west, including the Pacific Coast. The trail of Person's saddles following his wake is a reminder of the old days of the saddle trade, and bespeaks a very flattering future for the motorcycle and bicycle business. Mrs. Eccles accompanied her husband on the trip.

Goodman Becomes Advertising Specialist.

Joseph G. Goodman, formerly president of the Bicycling World Co., New York, now owned by the A. B. Swetland Co., has become identified with the Frank Presbrey Co., a large advertising agency, of that city. He will open a branch office in Hartford, Conn., where he resides, and already has secured a number of high class accounts, among them the Hendee Mfg. Co., Springfield, Mass.

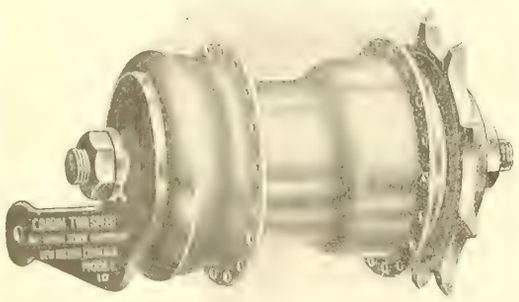
Motorcycle Delivery in Indianapolis.

Indianapolis, Nov. 28.—Fred Stewart, who formerly operated the motorcycle messenger service in this city, has taken as a partner "Bill" Endicott, the former automobile racing driver. They will make a specialty of delivering packages for the large department stores. They have 10 machines in operation now ,which will be increased to about 20 to take care of the holiday rush.

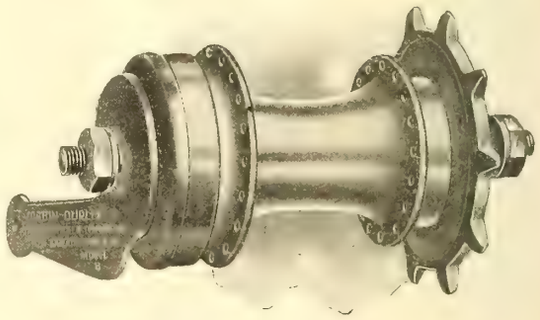
It is not the power you generate, but the power you transmit that registers on the meter of efficiency.


THE F.A.M. —
THANKFUL FOR A LARGE
AND HEALTHY GROWTH
THE RACING MEN —
THANKFUL FOR A GOOD SEASON
AND MORE TRACKS TO COME
THE UNITED CYCLISTS —
THANKFUL FOR A GOOD START
ON THE ROAD TO PROSPERITY
THE MANUFACTURER —
THANKFUL THINGS ARE
COMING HIS WAY
ORDERS
LET US BE THANKFUL
THE DEALER —
THANKFUL FOR A
PROSPEROUS SEASON
SALES BOOK
THE MOTORCYCLE DEALERS ASS'N OF GREATER N.Y.
THANKFUL FOR THE 'GET TO GETHER' SPIRIT
THE MOTORCYCLIST —
THANKFUL FOR BETTER HEALTH
BETTER MACHINES - BETTER ROADS
AND THE JOY OF LIVING
THE BICYCLING WORLD AND MOTORCYCLE REVIEW
AND
WE ARE
THANKFUL FOR YOUR
SUPPORT AND PATRONAGE
MR OPEN MUFFLER FIEND —
THANKFUL HE'S ALIVE
WF

THE CORBIN SCREW CORP.
CORBIN
NEW BRITAIN, CONN., U.S.A.



Corbin Two-Speed Coaster Brake



Corbin Duplex Coaster Brake

¶ Corbin Duplex Coaster Brakes and Corbin Two-speed Coaster Brakes have been long and favorably known to bicycle manufacturers. They have been leaders in quality and dependability since their introduction and will remain so for seasons to come.

¶ Original constructive features and quality workmanship are found in Corbin Coaster Brakes.



Corbin Rear Hub

WRITE FOR OUR
1912 CATALOG



Corbin Front Hub

THE CORBIN SCREW CORPORATION
New Britain, Conn.
Licensed Coaster Brake Manufacturers

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

PUBLISHED EVERY SATURDAY BY
BICYCLING WORLD COMPANY
154 Nassau Street New York, N. Y.
A. B. SWETLAND.....President
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F. V. CLARK.....Secretary-Treasurer
R. F. KELSEY.....Managing Editor
TELEPHONE, 2652 BEEKMAN

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Manuscripts, photographs, drawings, sketches and communications intended for the attention of the editorial department should be addressed to The Editor of the Bicycling World and Motorcycle Review, the mail address being Box 649, New York City, and the address for telegrams and express matter being 914 Tribune Building, New York City. Postage should be included where manuscripts or pictures are to be returned if unavailable.

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 2, 1911.

Passing of Factory Secretiveness.

Time was, and not so many years ago, when the mere thought of a motorcycle manufacturer or high executive visiting the plant of a rival, and going through it from cellar to roof would have been regarded as a flight of fancy not to be considered seriously for an instant. Factories in those days, beyond the offices were as a sealed book to outsiders, and an atmosphere of extreme secrecy and mystery, as to what went on was maintained and encouraged. Motorcycle manufacturers would as much have thought of taking a competitor through their plants, as an army in the field would, of inviting a spy into its camp and giving him carte blanche with pencil and paper.

All this has changed however, with the development of the business, and now there are few of the prominent manufacturers but who have been in at least one, and in some cases several of their rival's plants. And they did not stop at the office either, but were escorted through the works and had a chance to see and compare the methods in vogue with their own. And it is a good sign, this throwing open of factories to visitors, including rivals. Manufacturers have realized that there is nothing to be gained by a closed door policy, and that if rivals want to know what is going on, and what methods are used in a particular plant they easily can do so, either through spies among the workmen or via other underground channels.

In fact in the manufacturing departments all motorcycle factories are pretty much alike, and when a person has been through one big factory he has a pretty good idea of how motorcycles are built generally. Of course some plants naturally are better organized than others, and here the production department is seen at its best. However, it is in the experimental rooms that the valuable jewels of the draftsmen's pen are kept, and of course, these are sacred to all but a chosen few. A manufacturer who would take a rival into this holy of holies might just as well also show him his books, and leave no secrets of his business unrevealed.

That a manufacturer can learn something from a visit to the plant of "the other fellow" well is illustrated by a recent case in point where a prominent maker went through the plant of a big competitor and saw installed there a few things which he did not have in his own factory, but whose advantages at once were apparent. Shortly after his return he also installed some apparatus which had appealed to him during his stay in the "enemy's camp." Similarly the manufacturer who entertained his rival, later reciprocated the visit. and also picked up a few things of value, which now are duplicated at home. Therefore both profited by the interchange of visits.

No manufacturer has a monopoly on brains, nor ever can hope to have, and even the smallest and most insignificant maker may have some methods of production that his bigger rivals profitably can copy. Workmen shifting from one factory to another usually are "pumped" for what they may know, likewise agents and executives, so that some of the larger makers at least know pretty well what their rivals are doing. What they don't know but what they most would like to know is what their rivals are thinking of doing ,and are going to do. And it is in this respect that all factories, large or small, rich or poor, are on an even footing.

Nowadays the motorcycle manufacturer takes pride in showing a competitor through his plant, and letting him see how he has expanded, how he has solved production problems, how he secures the highest degree of efficiency from his machinery and his men, and how, in his own opinion at least, he is turning out a better motorcycle than anyone else. It's all a very good sign, this "open door" policy, for it benefits all, and the maker whose plant evokes admiration from a rival has good reason to congratulate himself on the success he has attained, rather than worry about what good ideas the "other fellow" may carry away.

American Side Car Difficulties.

Commenting on a recent editorial in this paper on the danger of a passenger riding in front of the operator on a single seated motorcycle, and recommending the tandem attachment as the only proper method of carrying an extra passenger on a two-wheeled machine, the Irish Cyclist observes: "The Yankee has not yet heard of the side-car as a passenger carrying outfit." Yes he has, Brother Mecredy, and of the fore car, too, but both manufacturers who put them out and riders who tried them, soon found that our roads were so bad, generally, that the motors did not have enough power to lug the extra load around, so their manufacture was dropped. Anyway, it's only within the last year or so that passenger carrying has come into vogue in this country to any extent, because the motors were not powerful enough to carry two people far into the country, especially in sections where steep hills or bad roads abounded. While both the fore and side car appeared over here as long ago as 1906, comparatively few of the former, and mighty few of the latter were built. There are signs, however, that the side car will re-appear here shortly.

Occasional inquiries for electric lamps for motorcycles indicate that the time is about ripe for an offering of this sort. So far as known there are no electric motorcycle lamps on the American market, but the popularity which the electric illuminating system has attained on motor cars, almost over night, is significant, and that it will enjoy equally great popularity among motor-cyclists, when its advantages are realized more fully, is a safe prophecy. No clogged or frozen generators, no handling of carbide ash, no tarnished or broken lenses from flaring burners, no choked burner tips, and no heavy and expensive tanks all listen good to the motorcyclist.

INDUSTRY'S OUTPUT STEADILY ADVANCES

Value of Products (Motorcycles and Bicycles) Increases 108 Per Cent. Between 1904 and 1909 — Capital Invested Shows Increase of 66 Per Cent.

Following up the usual course of procedure in classifying the manufacturing industries of the country the Bureau of the Census has issued a preliminary statement covering the manufacture of bicycles, motorcycles and parts which contains a summary of the general figures for 1904 and 1909, and includes statistics for all establishments that manufacture bicycles, tricycles, motorcycles or parts of these machines, such as seat posts, frames, gears, handle bars, chains, etc. The report was prepared under the direction of William M. Steuart, chief statistician for manufactures, Bureau of the Census. The figures are subject to such revision as may be necessary after a further examination of the reports.

The high-water mark in the bicycle industry was reached about 1899, when the annual product amounted to more than $31,000,000. By 1904 the product had decreased to $5,153,000. About 1904 the motorcycle came into prominence and its manufacture has increased rapidly.

The general summary shows increases in all the items at the census of 1909 as compared with that for 1904, except in the number of establishments, which decreased from 101 in 1904 to 95 in 1909, or 6 per cent.

The capital invested, as reported in 1909, was $9,780,000, a gain of $3,897,000, or 66 per cent., over $5,883,000 in 1904. The average capital per establishment was approximately $103,000 in 1909 and $58,000 in 1904.

The value of products was $10,699,000 in 1909 and $5,153,000 in 1904, an increase of $5,546,000, or 108 per cent. The average per establishment was approximately $113,000 in 1909 and $51,000 in 1904.

The cost of materials used was $5,083,000 in 1909, as against $2,628,000 in 1904, an increase of $2,455,000, or 93 per cent.

The value added by manufacture was $5,616,000 in 1909 and $2,525,000 in 1904, an increase of $3,091,000, or 122 per cent. This item formed 52 per cent. of the total value of products in 1909 and 49 per cent. in 1904. The value added by manufacture represents the difference between the cost of materials used and the value of products after the manufacturing processes have been expended upon them. It is the best measure of the relative importance of industries.

The number of salaried officials and clerks was 502 in 1909 and 361 in 1904, an increase of 39 per cent.; their salaries increased from $351,000 to $583,000.

The average number of wage earners employed during the year was 4,437 in 1909 and 3,319 in 1904, an increase of 34 per cent.; their wages increased from $1,971,000 to $2,908,000, or 48 per cent.

The number of bicycles manufactured decreased from 250,628 in 1904 to 233,707 in 1909, or 7 per cent. As a rule, the bicycles are manufactured in establishments that make a specialty of the industry, but there were 27 establishments in 1909 and 12 in 1904 engaged primarily in other industries, but which manufactured bicycles as a by-product.

In 1909 there were 18,628 motor cycles manufactured and in 1904 only 2,328. In 1909 there were 132 motor tricycles, and in 1904 only 5 were reported.

A comparative summary follows, giving the general statistics of the industry, 1904 and 1909:

Bicycles, Motorcycles, and Parts—General Summary: 1909 and 1904

	Census		Per cent. of increase, 1904-1909
	1909	1904	
Number of establishments	95	101	*6
Capital	$9,780,000	$5,883,000	66
Cost of materials used	$5,083,000	$2,628,000	93
Salaries and wages	$3,491,000	$2,322,000	50
Salaries	$583,000	$351,000	66
Wages	$2,908,000	$1,971,000	48
Miscellaneous expenses	$996,000	$575,000	73
Value of products	$10,699,000	$5,153,000	108
Value added by manufacture (products less cost of materials)	$5,616,000	$2,525,000	122
Employees:			
Number of salaried officials and clerks	502	361	39
Average number of wage earners employed during the year	4,437	3,319	34
Primary horsepower	5,932	5,730	4

*Decrease.

Something About Porcelain Plugs.

Cracked spark plug porcelains usually are attributed to faulty material, when in reality often the owner of the motorcycle is responsible. Spark plugs never should be screwed into the cylinders as far as they will go, especially if the motor is warm. The proper way to fit a plug is to screw it in until it binds, then give it a fraction of a turn more, it being necessary to have it tight enough only to prevent the loss of compression. When the motor becomes hot the cylinders expand, and if the plugs are screwed in at this period they can be inserted a little further than when the motor is cold. The further the plugs project into the mixture the quicker will ignition occur.

When a cylinder becomes cool and contracts, great pressure is brought on a plug, and if it has porcelain insulation, it frequently cracks. Such fractures often are very minute and hardly can be detected. They usually occur near the middle of the porcelain. Allowing water to drop on porcelain when it is hot is very liable to cause it to crack. The best way to keep plugs clean is to dip them in gasoline and remove the soot and carbon with an old tooth brush. To clean the points of the electrodes a piece of emery cloth should be rubbed between them until they are bright, then removing all traces of the emery with a gasoline bath. Plugs should be removed from the cylinders only when they require cleaning, for frequent removal causes wear on the threads of the plug and its seat, making in time a poor fit and allowing loss of compression. In frequent removal there also is the danger of breaking the insulation.

The Repair Man and His Customer.

Motorcyclists and bicyclists who bring their machines to a dealer or repairman to have something fixed often are most unreasonable in their demands. They think that no matter how big the job is that a dealer ought to be able to fix it in jig time; sort of wave a hammer and screwdriver and produce a bit of magic result. Often a rider will bring in a machine, particularly a motorcycle, on which he has been tinkering for weeks trying to remedy some trouble. At first the trouble probably was only a trifle but the more the rider fussed with it the worse it grew, and when the machine reaches the dealer he has a long job ahead of him. The rider does not realize this and thinks that things ought to be fixed in a few minutes. In a case of this kind the repairman must set right all the little things that are sure to be wrong or out of adjustment. He will do this as a matter of policy, for if he doesn't he knows that later when they begin to give trouble that he will be blamed for not attending to them. An experienced repairman always will insist on everything about a machine being absolutely right before he allows it to go out of the shop. It is the only safe policy to follow. Riders should realize that a repairman cannot always make a repair in a few minutes, particularly if the rider himself has been tinkering with the machine for weeks until it is in a high state of disorder.

ACTIVITY IN SOUTHERN CALIFORNIA

Winter Season Promises Much Sport and Increased Trade—Big Motorcycle Show in February.

Los Angeles, Nov. 28.—Motorcyclists in Southern California are waking up for the winter season and already hill climbs, race meets, picnics and motorcycle shows are taking all the interests of the devotees of the game in the "Land of (sometimes) Sunshine." Dealers are bragging of their sales and the newspapers have just discovered to their eternal joy and boastfulness that Southern California is the biggest motorcycle land in the world. It is a fact, that was brought out by statistics furnished by C. Will Risden's exhibit of Indian machines at the recent Shriners' show, that Los Angeles is the center of more motorcycles than any other city in America, not excluding New York, and that means in the world. The Indian exhibit, by the way, the only motorcycle exhibit at the big Shriner's show, which lasted for two weeks, was the biggest thing of its kind ever held here.

December 3 is the date set for the annual hill climb at Lookout Mountain, one of the best tests for motorcyclists in the Southwest. From present indications there will be about fifty entrants for the event and fully two thousand will be at the start and finish to speed the racers up the mountain and to welcome them on their return. Practically all the enthusiasts in three counties gather annually for this event.

Shortly after this event comes the Bakersfield hill climb and road race under the auspices of the Bakersfield Motorcycle Club. This is a cross country affair and the course will cover 150 miles, "through those blankety-blank oil fields," as one member of the Bakersfield organization puts it.

The Los Angeles Motorcycle Club members are already campaigning for the annual election which occurs early next month. There is a good deal of rivalry for the offices in this club, which is now enjoying the most prosperous stage of its career so far. The various candidates for office want to be in when the big motorcycle shows comes off in February. Dealers and inventors are preparing to hold the most extensive and comprehensive show ever held and it is assured that it will break all records for Southern California, at least. There will be nothing but motorcycles and inventions and manufactures pertaining to motorcycles on exhibition at this show.

Members of the Los Angeles (Cal.) motorcycle police squad are "up in the air" over an order issued by Captain Lehnhausen to the effect that when a machine is in the shop undergoing repairs, its operator is to be marked "absent" on the roster and his salary cut off during the period the machine remains out of commission. Six men are affected by the order. While Chief Sebastian has not rescinded the order, he intimated his disapproval of it and voiced the opinion that when a police motorcycle is out of commission its operator should be detailed to beat and retained on the pay roll.



December 8, New York City—Annual ball of the Gotham Cycle Club at Apollo Hall, 126 Clinton street.

December 11-16, New York City, N. Y.—Madison Square Garden—Nineteenth annual international six days' professional bicycle race.

December 16, Brooklyn, N. Y.—First annual smoker-stag of the Atlas Bicycle Club at Stoetzer's Hall, 1213 Fulton street.

December 16, New York City—Fall athletic games, Fourteenth Infantry Athletic Association, at Armory, Eighth avenue and Fifteenth street, Brooklyn. Open bicycle event, two miles handicap, N. C. A. sanction.

December 31, Brooklyn, N. Y.—Annual New Year's Eve midnight scorch from Bedford Rest to Coney Island and return.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 10, New York City — Hotel Astor, 2 P. M., meeting of Executive Committees of the Cycle Jobbers' Association and Joint Committee of Cycle Jobbers' and Cycle Parts and Accessories Association, followed by a luncheon tendered the Jobbers', Bicycle and Motorcycle Manufacturers, by the Cycle Parts and Accessories Association.

January 10, New York City—Banquet of United Cyclists to manufacturers and visiting bicyclists and motorcyclists.

January 11, New York City — Hotel Astor, 2 P. M., joint meeting of Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association and Cycle Jobbers' Association.

January 13-27, Philadelphia—Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue and 42d street.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

February 3-10, Chicago, Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

Marylanders Boost Membership Plans.

Baltimore, Nov. 27.—A campaign for new members has been started by the Maryland Motorcycle Club, of this city. A yellow card has been prepared with information anent the club, the F. A. M. and other information which would appeal to motorcyclists. The reasons for joining the club are set forth in plain words and the benefits to be obtained by becoming a member are pointed out in strong language. All this is on one side of the card. On the other side is printed an application form to be used by the prospective member. The campaign to enlarge the club membership will be prosecuted vigorously and the officers hope to obtain some good results before many months have elapsed.

Baltimoreans Join the Mudlarks.

Members of the Maryland Motorcycle Club, who are never afraid of any kind of weather, are rapidly acquiring the cognomen of "mudlarks." A number of them went for a run down to North Point recently—quite a historic place. Not satisfied with the excellent pike, some of the riders suggested that a spin be taken across country. So all started out to explore a new section. They got what they were not looking for. Mud, mud, deep mud, thick mud, sticky mud, and plenty of mud, met them before they had traversed any distance, and in a little time they were battling to keep their machines from sinking from view. They spent considerable time in getting out of their difficulties, and then all solemnly raised their hands and vowed "Never Again." Messrs. Wood and Essex, who had a similar experience on the Sunday previous, were conspicuous by their absence.

ROUTES OF LOWER NEW ENGLAND

First of a Series of Maps Showing Best Roads to Take When Making Touring Trips.

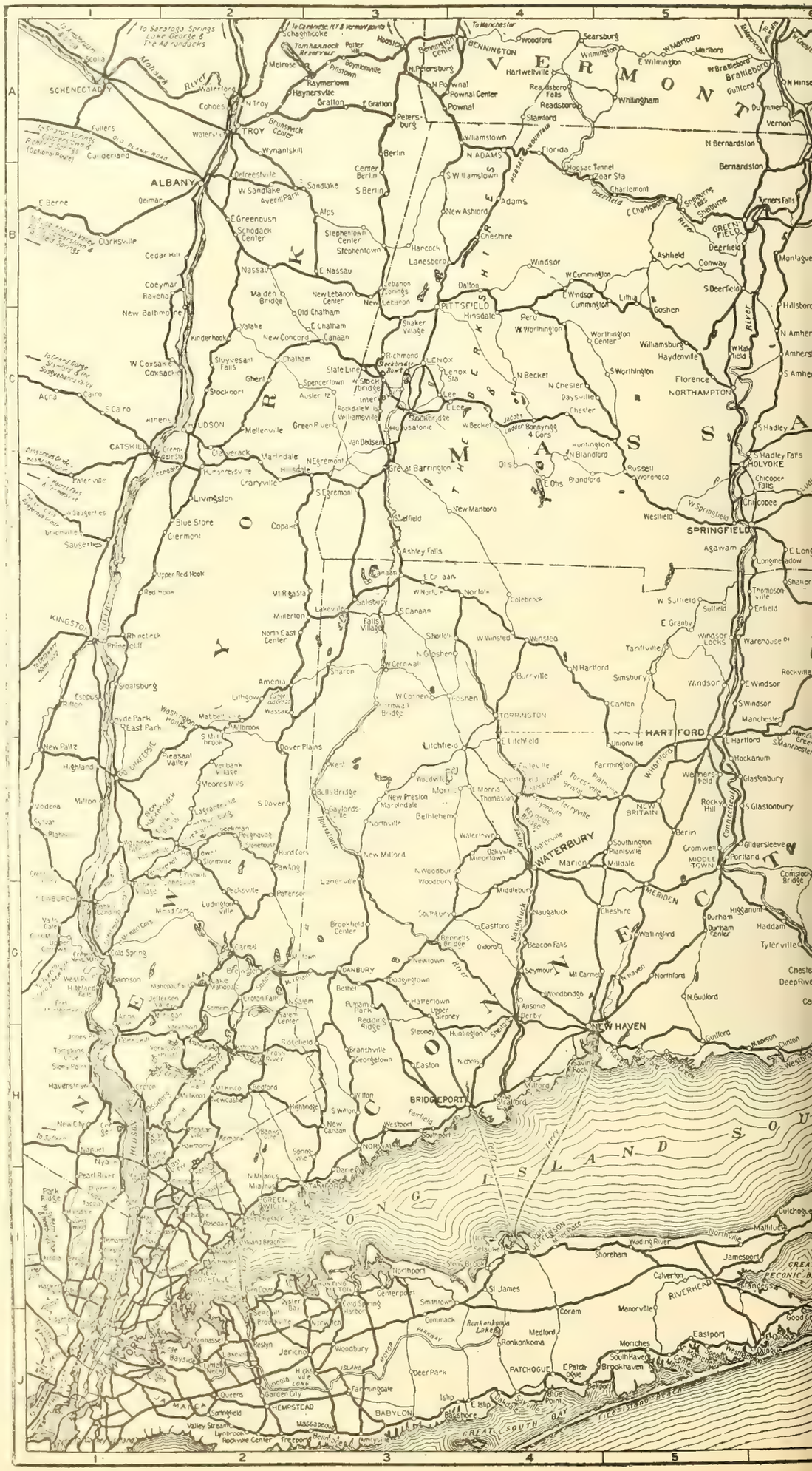
In presenting to the readers of the Bicycling World and Motorcycle Review the accompanying map of main traveled routes in lower New England, a new department is added to the many features that are in prospect to make this publication unexcelled in the special field it occupies. Every reader is interested in touring and it is this papers' purpose to help them perfect a plan whereby they can get the most enjoyment out of the wheels they ride, whether it be motorcycle or bicycle.

No section of the country is more prolific in improved highways than the far Eastern States, popularly known as New England. It was in this section of the country that public road improvement first took a definite form, and intercommunication between the commonwealths, by virtue of connecting systems of highways, became a reality. It is therefore fitting that precedence should be given this locality in presenting this, the first of a series of roads of various sections of the United States.

The compilation of this map is due to the painstaking work of Robert Bruce, manager of the Touring Information Board of the American Automobile Association. He is without a peer in work of compiling accurate and reliable touring information, his term of experience dating back from the early days of the bicycle, at which time he was the first to recognize the benefits of an organized systematic classification of route information.

The map delineates clearly the best routes for travel in lower New England and will prove of great aid to those of our readers contemplating tours at the present time of year or in the coming spring and summer.

Copies of this map, printed on heavy paper 17 x 22 inches in size, may be had while the present edition lasts, by addressing the Touring Information Board, A. A. A., 437 Fifth avenue, New York City, to whose courtesy the permission to reproduce the map is due.



California Constable Has Joy Ride.

Constable Wright, of Tehama, thought to get extra speed out of his bicycle by hitching it to the tail of one of those mechanical space annihilators known as a motorcycle, says the "People's Cause," of Red Bluff, Cal. He was going some all right, when his bike hit a rock and went into the air like a bucking broncho. When Wright picked himself up and made an invoice of his injuries he had the sum total of one shin badly peeled, one shine worse yet, one elbow turned up from the wrist, one hand peppered with coarse gravel, a sprained knee, and some 700 minor bruises.



MAIN TRAVELED ROUTES THROUGH
LOWER NEW ENGLAND
WITH PRINCIPAL CONNECTIONS INTO ADJOINING STATES

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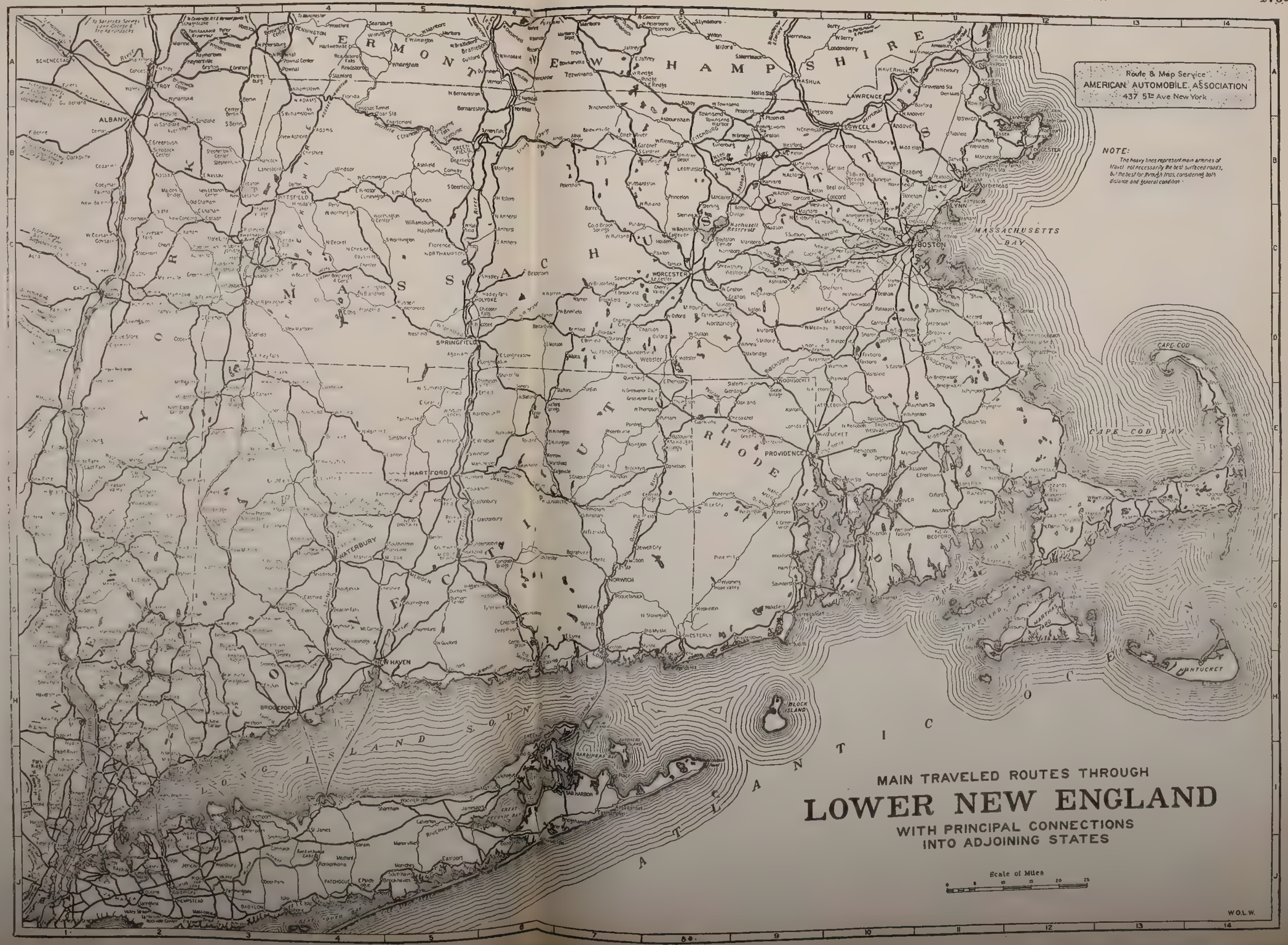
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California Constable Has Joy Ride.

Constable Wright, of Tehama, thought to get extra speed out of his bicycle by hitching it to the tail of one of those mechanical space annihilators known as a motorcycle, says the "People's Cause," of Red Bluff, Cal. He was going some all right, when his bike hit a rock and went into the air like a bucking broncho. When Wright picked himself up and made an invoice of his injuries he had the sum total of one shin badly peeled, one shine worse yet, one elbow turned up from the wrist, one hand peppered with coarse gravel, a sprained knee, and some 700 minor bruises.



Latest F.A.M and Club News.



GIBSON WILL PAY THE BILLS

Amendment to F. A. M. By-laws Carried and All Monies in Future Go to the National Treasury.

In the matter of amending Article V, section 5, of the by-laws of the Federation of American Motorcyclists, Secretary-treasurer G. B. Gibson announces that the result of the mail vote is favorable. The amendment, in brief, was to cease having the national treasurer to send back to the district treasurers one-fourth of the fees received, and instead, have the national treasurer have charge of all the monies of the organization and pay all bills.

The directors voted favorably upon the amendment, and full and due notice of the intended change was published in the motorcycle journals early in October. On November 10, thirty days after the above mentioned publicity, circular letters were sent to 110 members, who were duly appointed and elected delegates to the 1911 National Assembly, and who were legally designated to act on matters requiring attention prior to the 1912 National Assembly.

A three-fourths vote of all ballots cast is required for the adoption of the amendment, and on November 25 Secretary Gibson announced that he had received the required number of ballots for its adoption, every one of which was recorded in favor of the measure.

Official notice is therefore issued under date of November 25, 1911, that in the future the national treasurer will keep and care for all the monies and other property of the F. A. M., he being under bonds to properly perform his duties. All bills will be promptly paid by him when properly presented. Bills against the National organization must bear the "O-K" of the officer incurring same, and district bills must bear the "O-K" of the district vice-president.

Elmirans Enjoy a Venison Dinner.

Elmira, N. Y., Nov. 28.—A membership contest is now engaging the attention of the Elmira Motorcycle Club, a Fisk Grip-fast tire having been offered for a prize to the club member bringing in the greatest number of new members by January 1. Already a large number of applications have been received.

The new club rooms have also acted as a great incentive to increase the membership. The photograph shown on this page of the interior was taken prior to the hanging of the pictures on the walls, but shows the rooms to be airy and convenient, and of the right type.

After the last regular meeting of the club, P. B. Rutan, of the firm of P. B. Rutan & Co., gave a dinner to the club members ,and venison was the leading feature of the bill of fare.

Mr. Rutan had just returned from the Adirondacks, where he was successful in pulling down two fine specimens of the 200-pound class of bucks. The host was voted the "best ever."

Columbus, (O.), Motorcyclists Will Dance.

Columbus, O., Nov. 29.—Members of the Columbus Motorcycle Club will entertain their friends at a dance to be given on the evening of December 5, at the Rader Oak Street Academy. L. P. Birkenbach heads the committee in charge of the affair. The club has a reputation for staging successful social functions, and the forthcoming affair should eclipse its predecessors.



ELMIRA CLUB'S NEW ROOMS.

MEMBERSHIP CAMPAIGN RESULTS

Several Clubs Affiliate With F. A. M.—Additional Repair Shops Registered—Chairman Estabrook Busy.

Chairman Estabrook's weekly bulletin from the headquarters of the F. A. M. membership committee, as usual is full of interest, and shows a continuation of the activity that has marked the progress of that department of the F. A. M. under his direction.

The latest addition to the list of affiliated clubs is No. 207, the Savannah (Ga.) Motorcycle Club, G. R. Rossignal, Jr., secretary, 2116 Hull street, that city. The club has 28 members and became affiliated November 18.

J. M. Poorman, of Fulton, Ind., has written Chairman Estabrook to learn if there is room in the F. A. M. for another club. Secretary Gibson allows that he has not run out of numerals as yet, and the loose leaf system will permit the list to grow until the F. A. M. gets in that big batch of clubs around next May, at least. Brother Poorman is invited to bring the boys in before the rush.

The Progress Auto Company, 1736 Richmond turnpike, New Brighton, N. Y., reports a very large increase in its motorcycle business during the past season, and states that the prospects are the brightest ever for next season. The company's headquarters is the meeting place of a goodly number of riders who are desirous of forming an F. A. M. club, and the matter of organizing same will be taken in hand at once. The company's garage is to become an F. A. M. registered shop and local club headquarters. There are facilities for handling this much—and then some.

Three new registered repair shops were added during the past week as follows: William A. Gaston, San Dimas, Cal.; Camplejohn Bros., 22 East Beaver street, Jacksonville, Fla.; A. C. Lemon, 116 Wick avenue, Youngstown, O.

The work of preparing the tool box envelopes containing F. A. M. literature is progressing merrily in the chairman's office, and 6,000 are being mailed weekly. Letters from friendly dealers and jobbers

that will assist the committee in its publicity work are still coming in, and this is much appreciated. All additional suggestions will be received gratefully.

Motorcycle Signal Corps for Canada.

Toronto, Ont., Nov. 28.—So satisfactory have been the experiments of the Canadian Militia Department with motorcycling during the past season, that the headquarters authorities at Ottawa have decided to place the motorcycle division of the Canadian signal corps on a permanent service footing. A distinctive uniform will be issued to the riders, and all members of the division have been requested to attend a course of instruction in signaling, which will be inaugurated with a lecture in the Toronto Armories December 4.

Constant F. A. M. Cut-Out Reminder.

As an ever constant reminder to motorcyclists to keep their muffler cut-outs closed, the F. A. M. officers are sending out in their mail, lurid red and black leaflets, which catch the eye like a scarlet fever notice, calling attention to the abuse and the damage which it causes. The advice is golden, and a leaflet should be posted conspicuously in every dealer's store and motorcycle club, where the message will work 24 hours a day, the year round.

F. A. M. GETS NEW MEASURING INSTRUMENTS

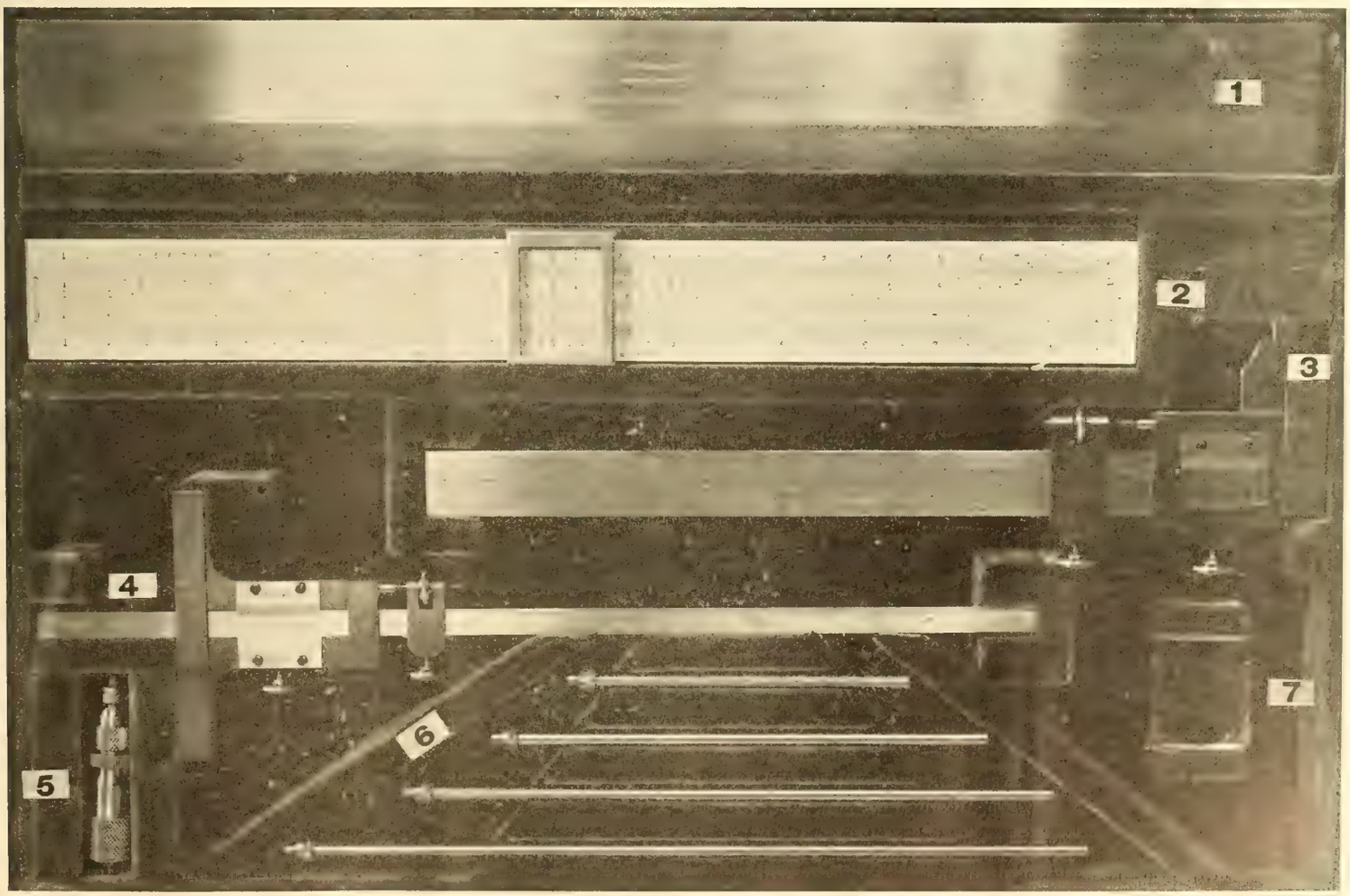
Thornley Enlarges Facilities of Competition Committee for Determining Exact Piston Displacement of Racing Motors—Tools Will Take in Any Present Day Cylinder—Never Used Yet.

There is a new honor awaiting some racing motorcycle, in the office of Chairman Thornley of the F. A. M. competition committee, and that is to be the first to be measured with the new F. A. M. official measuring instruments. In order to be prepared for any machine which may be protested and sent to him for measurement of the piston displacement the chairman has purchased a $50 set of instruments which are shown in the accompanying illustration. Figure 1 is a straight edge for laying across a cylinder top to work from in determining the stroke. Figure 2 is a slide rule, with mathematical equivalents so arranged as to permit of quick calculation of decimals in figuring displacement. Figure 3 is a vernier caliper, with one-thousandth graduations for checking the reading of Figure 5, the inside micrometer with which the bore is measured. Figure 4 is a depth gauge, also graduated in thousandths of an inch, and is used in conjunction with Figure 1 for determining the stroke. Figure 5 is an inside micrometer for measuring the bore, and Figures 6 are interchangeable measuring shafts for use with Figure 5 for measuring any size cylinder bore up to seven inches. Figure 7 is a magnifying glass for attachment to the indicator frame of the slide rule to render easier the reading of the fine graduations on the scale. The instruments are of Brown & Sharpe make, and are stamped "Property of the F. A. M."

One on the Local Sherlock Holmes.

"Ye say ye haven't traveled faster'n fifteen miles an hour," said the constable, "and yet this here speed register o' yourn p'ints to forty-three."

"Oh, that!" smiled the motorcyclist, pleasantly. "That isn't a speed register, sir—that's my gas-meter, showing how much gasoline I've consumed since leaving home."



OFFICIAL F. A. M. INSTRUMENTS FOR MEASURING MOTOR DISPLACEMENT

FIVE WEEKS' CONTEST ENDS

Out of Thirty-seven Starters Only Two Finish With Perfect Scores in Final of 'Frisco Endurance.

San Francisco, Ca., Nov. 27.—After 1,800 miles of strenuous elimination riding, extending over a period of five weeks, the endurance run of the San Francisco Motorcycle Club came to an end on November 26-27, when the final run off was held, and at its conclusion two perfect scores remained—L. W. Connor (Pierce) and D. Hand (Indian). Connor was the only survivor in the trade rider class, and Hand achieved similar distinction among the private owners. These were all that remained with clean scores of the field of 37 starters, when the officials finally decided to stop the contest.

What was intended as a standard endurance run was held on October 28-29 over a 336 mile course, a 56 mile circuit being covered six times. The course was a hard one, embracing stiff grades and bad roads, and 18 hours were allowed for the full distance. Twenty-five men qualified for further honors, by turning in perfect scores. Then a series of eliminations was decided on to weed out the field.

For the first breakdown test on November 4-5 five men appeared as follows: L. W. Connor (Pierce); D. Hand (Indian); F. E. Karslake (Harley-Davidson); G. Van Nortwick (Pierce) and E. E. Stone (Thor). They went over the regulation route of 336 miles, and Stone and Van Nortwick passed into the mathematical discard, leaving three men still going. Two succeeding eliminations were held without effecting any change in the triple tie. Then, as the nights became colder—the men rode all night—and the officials experienced greater difficulty in securing trustworthy checkers in small farming towns on the course, strenuous measures were decided on to force a windup.

It was decided to make the final elimination one of distance rather than of time, and a 450 mile course was laid out, with the 18-hour schedule abandoned. The circuit was from Hayward, the starting point of all tht runs, to Stockton, Sacramento, Placerville and Auburn, returning via Oakland and Sacramento. The trio of cipher holders were dispatched at 2 p. m., on November 25. Maintaining a 20-mile schedule they checked for the night at Sacramento, and rode from there to Auburn and back to Oakland the day following, Sunday. On this leg Karslake was wiped out, failing to check on time, and with but two men left, and in separate classes the officials rang down the curtain and awarded first honors to Connor and Hand in their respective classes. The winning machines were used throughout the contest and survived the hard punishment to which they were subjected, in good shape. Connor rode a "four" single, and Hand a "seven."

Revision of the returns of the first run have made some changes in the results previously published. Credit for the only perfect team score, which first was given to the Racycle team, really belongs to the Indian team, composed of Hand, Gunn and Edginton. This make also won the only perfect score in the tandem team division, and had seven of its entries finish, six perfect. It also appears that the rider named Collins who was injured, was not W. G. Collins the racing man, but another party.

The Holiday at Los Angeles.

Los Angeles, Cal., Dec. 1.—Three exciting motorcycle road races were run at Glendale, over a three mile course, on Thanksgiving Day, Tobey, on a Merkel, taking two, and Pettit, Indian, annexing the other. The right angle turn at Ninth and Adams streets, proved ticklish to negotiate, and there were three spills here, but no one was hurt seriously. Summary:

Sixteen mile open, singles—Won by Tobey (Merkel); second, W. Reamer (Indian).

Twenty-four mile open, twins—Won by Pettit (Indian); second, Tobey (Merkel).

Thirty-five mile free-for-all—Won by Tobey (Merkel); second, Goode (Indian); third, R. Hammons (Harley-Davidson).

Hart Progressing Toward Recovery.

Frank Hart, the national amateur motorcycle champion, who is lying in St. Luke's Hospital, New York City, with a broken leg, has been transferred to a private room, where he now is accessible to visitors at any reasonable hour. Heretofore it has been rather difficult to see him, except during regular visiting hours. He is progressing nicely, and hopes to be able to attend the motorcycle show in the Garden in January. Hart has received letters of sympathy from admirers.

Toronto Flyer Becomes a Benedick.

Toronto, Ont., Nov. 28.—Herbert Kipp, the brightest star in the local racing firmament, won the greatest and most valued prize of his career, November 25, when he led Miss Margaret Trebilock to the altar. After the ceremony, the newlyweds fled to Detroit, "where life is worth living," to spend their honeymoon. They will be "at home" at 315 Gladstone avenue, Toronto. Kipp is in business with his father at the local Indian agency.

Monumental City Wants a Track.

Baltimore, Nov. 29.—This city may be on the motordrome circuit next year if present enthusiasm keeps up. Local promoters have listened with envious ears of the big crowds that are drawn to the Western saucers and are investigating the proposition with a view to planting a speedy bowl here if the necessary arrangements can be perfected.

PECK TAKES EIGHT FIRSTS

Great Riding at San Bernardino Thanksgiving Day Races—Close Finishes Cause Much Excitement.

San Bernardino, Cal., Dec. 1.—Local track records were smashed to smithereens at the motorcycle meet at Association Park, on Thanksgiving Day, when some of the keenest gasoline bouts ever run in this vicinity were pulled off. Ray Peck, a local boy, on an Excelsior, made a great showing, taking eight firsts, not to mention several places. Contrary to what the score would imply, Peck did not have any runaways, and often pounded out his victories by inch margins. Dave Kinney, on an Indian, also basked frequently in the limelight, and bagged the blue ribbon event of the day, the 25 mile free-for-all.

Excitement reached a climax in the 10 mile free-for-all, when Kinney, Peck and Knowles turned the laps wheel to wheel. In the final sprint Kinney squeezed through the winning pocket by a hair. Only one mishap occurred, Earl Peck, brother of Ray, getting mixed up with Clarence Cook, and Peck got the worst of it. The meet was run by the local club and drew a large attendance. Summary:

Five mile stock, 30½ inch motors—Won by Ray Peck (Excelsior); second, C. Clem (Harley-Davidson); third, J. Kennedy (Indian). Time, 5:17.

Five mile stock, 50 inch motors—Won by Ray Peck (Excelsior); second, McCullough (Excelsior). Time, 5:55⅗.

Five mile free-for-all, 30½ inch motors—Won by Ray Peck (Excelsior); second, C. Clem (Harley-Davidson); third, Frank McIntyre (Merkel). Time, 5:18⅕.

Five mile free-for-all, 50 inch motors—Wan by Ray Peck (Excelsior); second, D. W. Perry (Excelsior); third, Earl Peck (Excelsior). Time, 4:43⅗.

Six mile club relay, perpetual challenge trophy—Won by San Bernardino team; second, Riverside team. Time, 6:32⅖.

Ten mile free-for-all, 61 inch motors—Won by D. Kinney (Indian); second, Ray Peck (Excelsior); third, Charles Knowles (Indian). Time, 9:17.

Ten mile free-for-all, 30½ inch motors—Won by Ray Peck (Excelsior); second, C. Clem (Harley-Davidson); third, Clyde Pierson (Excelsior). Time, 10:24⅘.

Ten mile free-for-all, 61 inch motors—Won by J. Sawaya (Indian); second, A. Yoder (Indian); third, D. W. Perry (Excelsior). Time, 9:53.

Twenty-five mile free-for-all, 30½ inch motors—Won by Ray Peck (Excelsior); second, C. Clem (Harley-Davidson). Time, 23:12⅘.

Twenty-five mile free-for-all, 61 inch motors—Won by D. Kinney (Indian); second, Roy Shaw (Indian). Time, 21:55⅗.



PART II

Just before leaving for the continent we went to the Royal Automobile Club to get our continental passports and tryptiques. This proved easier than we had anticipated, and reports which have reached America of boundless red tape and fees necessary to secure international touring passports are grossly exaggerated. Our credentials consisted of an international pass to be signed in all countries visited, three small photographs of each of us, together with data as to birth, residence and other personal details, individual passports for Netherlands, Switzerland, Italy and Holland. We were required to make a deposit on our machines to cover German customs, which later was returned to us. The whole amount deposited by both of us was only $23.75 including the club fees.

Then we were instructed to bring our machines to the club to demonstrate that we were competent to operate them, this formality being required before we could get our papers. However, it was very much of a farce, as far as a "demonstration" went, for all that was asked of us were the name and address of the makers of the machines, together with the motor numbers.

We landed at Boulogne, France, on August 11 at 9 P. M., and easily passed customs. We left our machines with the customs officers that night. Next morning we were astir early, and loaded our tanks with gasoline, at 48 cents a gallon. We did not tarry long in the city, being anxious to make Paris, 152 miles away. It was not long before we got a taste of the rough cobble roads which are so plentiful in sections of Europe. For 30 miles we pounded them, and it was not long before our luggage carriers gave way. They did the same thing many times over before our trip was finished.

Our Picturesque Entry Into Paris.

Of course we were having some difficulty in making ourselves understood when we wanted anything, but generally managed to find someone who spoke a little English and German. When 20 miles from Paris, it was getting pretty dark, and looking at our watches we found it was 8 P. M. As we had lamp troubles we decided that we would have all sorts of troubles on a strange road in a strange country, so we bargained with the driver of an automobile van, going into the city, and he finally consented to take us and our machines in for $1.00 which we thought was cheap enough, although we did not tell him so.

So it was that we entered Paris about 9:30 P. M. in a truck, although our motors were O. K. The chauffeur gave us our money's worth by taking us to a good hotel. We had not eaten since morning, and after putting away a hearty meal we "hit the hay." Next day when we got about we found that we could do no business as there were three holidays in a string. The Frenchman is great for holidays ,and he is not satisfied with one, but generally takes half a week off.

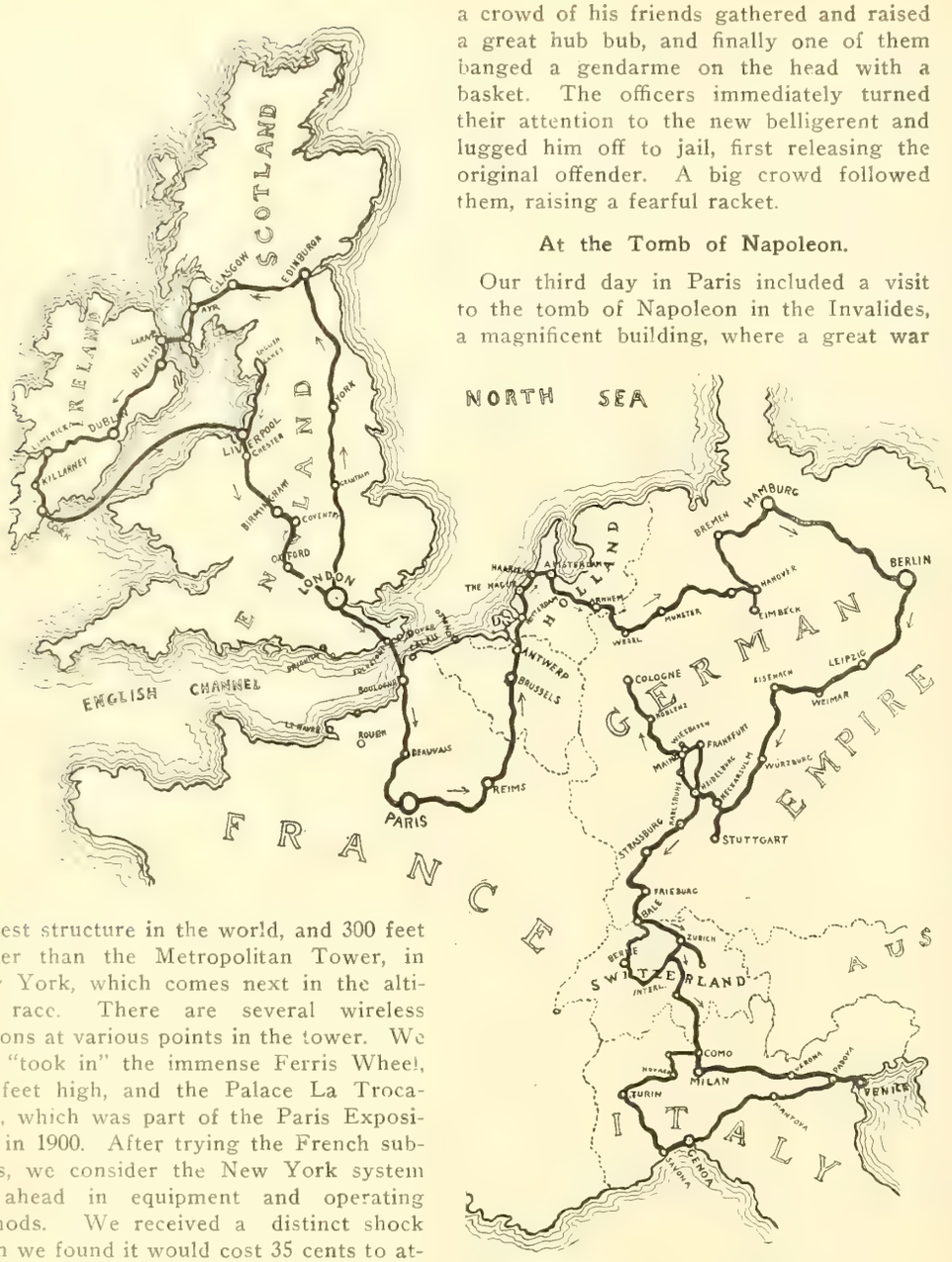
The French are mighty peculiar folks as an incident which befell us will show. While we were strolling with a friend, the latter accidentally bumped into a boy about 16 years old. The lad said something in French, and then I said to him in English, of course: "What's the matter, are you sick?" Immediately he began to shout in French: "If you want to insult me, insult me in French." I did not know what he was saying, but a crowd speedily gathered and, of course, understanding him, looked at us threateningly. Our friend spoke to the lad in French, and calmed him somewhat, but he passed on still sputtering.

We were fortunate in finding a friend who spoke French and English excellently to escort us around. He took us up in the great Eiffel Tower, 1,000 feet high, the



THE TURBULENT CHANNEL WAS CALM WHEN WE CROSSED

BOIS DE BOULOGNE SEEN FROM THE ARC DE TRIOMPHE



MAP SHOWING OUR ROUTE

highest structure in the world, and 300 feet higher than the Metropolitan Tower, in New York, which comes next in the altitude race. There are several wireless stations at various points in the tower. We also "took in" the immense Ferris Wheel, 200 feet high, and the Palace La Trocadero, which was part of the Paris Exposition in 1900. After trying the French subways, we consider the New York system far ahead in equipment and operating methods. We received a distinct shock when we found it would cost 35 cents to attend a moving picture show, but we were "game." Possibly the fact that the building formerly was a church, had something to do with it.

Next day a party of three of us decided to try a swim in the Seine. The best "bath" we could find was on the Place de la Concorde, and for 60 cents, we splashed around for more than an hour, and were fortunate enough to make the acquaintance of several American lads who were "doing" Paris. After the baths, we piled into a taxi and rode around the city visiting the fashionable Champs Elysee boulevard, and the Arch de Triomphe, erected in honor of Napoleon's victories. A stairway with 250 steps leads to the top of the arch, where a magnificent view of Paris may be had.

While returning from a visit to the famous Place de'l Opera we had another illustration of the excitable French temperament. The gendarmes, which correspond to our police, had arrested a truck driver for obstructing traffic. Immediately a crowd of his friends gathered and raised a great hub bub, and finally one of them banged a gendarme on the head with a basket. The officers immediately turned their attention to the new belligerent and lugged him off to jail, first releasing the original offender. A big crowd followed them, raising a fearful racket.

At the Tomb of Napoleon.

Our third day in Paris included a visit to the tomb of Napoleon in the Invalides, a magnificent building, where a great war musuem also is located. In the afternoon we took a boat ride on the Seine to St. Cloud, the highest point in the city, which also affords a beautiful view of the surrounding country. A visit to the St. Cloud forest, with its cool paths, certainly was refreshing after coming from the oppressive heat of the city. Upon returning to the city, we inspected the Richelieu palace, named after the famous cardinal and statesman of the sixteenth century.

Of all the places in Paris which we visited, we considered the Louvre art galleries the most interesting and magnificent. Here are collections of priceless paintings, from great masters. Admission is free and we spent over a day seeing all that was to be seen here. Just how small this world is, after all, was brought home to us, when I ran across an old schoolmate from San Francisco. A restaurant keeper who knew him, saw him passing one day, while we were eating, and hailed him to make us acquainted. Imagine the surprise of he and I when we recognized each other, while Esler and the restaurateur temporarily were speechless with astonishment.

In the Champagne Country.

We left Paris on Sunday, August 21, bound northward for Belgium. The first city of importance we touched was Rheims, the center of the champagne industry, but it held no joy for us, for we were off the "joy wagon." On this stretch we encountered a sharp shower, the first in four weeks. Rheims is 110 miles from Paris, and it was a very pretty sight where the road ran through the vineyards for miles. There were some cobble patches of course, particularly in the towns, but on the whole the roads were very fair. It cost us only 80 cents for lodging in one of the finest hotels in Rheims.

As usual we were abroad on the highways before bankers reach their offices, next day, and rode for miles and miles, over billiard table roads at a 40-mile gait. This steady



AGENCY OF THE N. S. U. AT BRUSSELS, BELGIUM

CERTIFICAT. — GETUIGSCHRIFT.

NOTE IMPORTANTE.

Le present certificat est délivre contre paiement d'une somme do deux francs. Il doit être presente à toute requisition des agents charges de la police du roulage et de la circulation.

BELANGRIJKE NOTA.

MODEL D.

DIENSTJAAR 1911—1912.

WEGGELD NOORDBRABANT.

Kosteloozo Rijkaart voor niet-ingezetenen,

No. 88071

COUNTY OF LONDON.

Licence to drive a MOTOR CAR or MOTOR CYCLE.

ROYAL AUTOMOBILE CLUB ASSOCIATE

Pall Mall, London S.W.

Nº 1210

INTERNATIONAL CIRCULATION OF MOTOR CARS.

INTERNATIONAL CONVENTION OF 11TH OCTOBER, 1909.

INTERNATIONAL TRAVELLING PASS.

(CERTIFICAT INTERNATIONAL DE ROUTE.)

This Pass is available in all countries which are parties to the International Convention for one year only from the date of issue.

ROYAL AUTOMOBILE CLUB.

Touring Department.

Date 9th August 1911

Identiteitskaart
Carte d'Identité
voor een motorrijtuig
pour un motocycle
ten behoeve van
à l'usage
de l'association:

The Automobile Club of Great Britain and Ireland.

Nederlandsche Douane.
Douane néerlandaise.

POLICE DU ROULAGE.
POLITIE VAN VERVOER.

Steuerkarte

gültig für Aufenthaltstage im Inlande während der Zeit

vom 24 August 1911 bis zum 24 August 1912

Zur Beachtung.

ROYAL AUTOMOBILE CLUB.

PALL MALL LONDON S.W.

Valable pour 1911

Nom et prénoms Streiff, William

Profession

Domicile 186 Gt Portland St London W

William Streiff

going brought us to the Belgian frontier in a few hours, but before we got off French soil I had my first puncture since leaving America. Before I had fixed it, a brisk rain caught us, and our entry into Belgium was a wet one indeed. It cost us 40 cents to pass the customs. In England we had been told that there were no roads in Belgium, so imagine our surprise when we found some ideal stretches. We had made Petite Chappelle when the rain, coming down in sheets drove us to shelter.

When the rain let up we decided to start out again, but it soon grew so dark we lost our way and went three miles past Marienbourg, where we intended to stay over night. We retraced our course, and after securing lodging, we sat down in wringing wet clothes to have our first square meal that day. We were so anxious to get into Belgium that we did not stop to eat dinner. On the road to Brussels next day we had a series of mishaps which upset our plans and delayed us considerably. After being punished on the cobbles, good and plenty, we were fortunate to strike a cycle path, which bordered the cobbles. On one side were trees and on the other square mounds of earth, eight feet apart to keep the motor cars off.

Near Brussels we passed the battlefield of Waterloo, which sent Napoleon a prisoner to Helena. On an artificial hill, about 150 feet high, was a bronze lion, erected by the allied powers several years after the famous battle in 1815. We climbed to the top of the hill, over a flight of 260 steps. There are several other monuments on the field, erected by Germany and England, in tribute to the valorous deeds and victories of their troops.

When we reached Brussels, which is the capital of Belgium we received a warm welcome from the N. S. U. agent. He placed an automobile at our disposal and whisked us off to a fine hotel. In the evening we visited some of the famous cafes, for which the city is noted. Next day we called on the local agents of the Bosch magneto and Peter Union tire, and spent the remainder of the day sightseeing in our automobile.

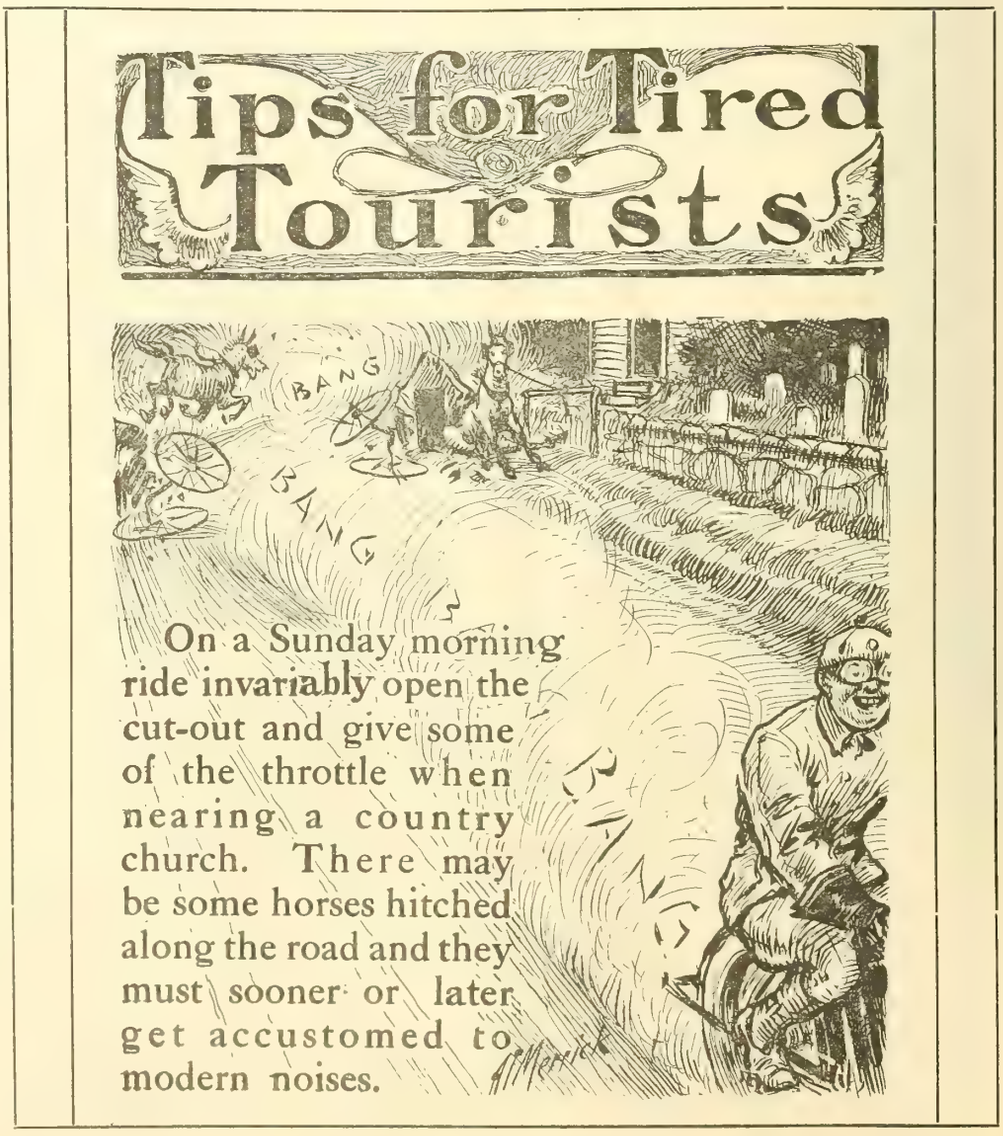
In company with an English army officer in the Indian service, Captain Livesay, whom we met in Brussels, and who is an enthusiastic motorcyclist and spends his vacations touring on the continent, we set out next day for Holland. However, our agreeable English friend, was going to the land of windmills by a different route, and we bade adieu at Malines. We continued on to Antwerp, the largest seaport in Belgium, but it did not stop, being anxious to reach Holland. When we arrived at the frontier at Putte, the good natured customs officer who was a typical burgher detected an error in our papers and at first threatened to make us pay duty. However, by cajolery, and playing on his vanity, we persuaded him that the error was not serious, and he finally passed us, and we crossed over to the land of dykes and wooden shoes.

"Daredevil" Stunts on Pacific Coast.

Los Angeles, Cal., Nov. 2 7.—Circus managers who are looking for some new and sensational acts, respectfully are referred to the Los Angeles (Cal.) Motorcycle Club. At its annual outing at Luna Park, on Sunday, November 26, the organization stages some daredevil stunts that easily would qualify for the sawdust arena. Fred Everett was the leading daredevil of the reckless artists, and won a charter membership in the "fearless" club by his stunts. First he caused a heart flutter by taking himself and his machine in a boat to the foot of a "shoot the chutes" slide, and then mounting and riding up the 300 foot and 33 per cent. grade at a lively clip. To cap the climax, he then turned around, and taking a passenger rode down the chute to the water's edge.

Everett was not through, yet, however, for he also won a slow race mounted on a New Era machine. In the "stingy" race as the economy event was dubbed, Erwin Knappe, riding a Minneapolis, was the last man out, and consequently the winner, making 49 laps on a half pint of "gas." Fancy riding by Everett and P. J. Q. Derkum completed the entertainment. Preceding the "stunts" a picnic luncheon was held, at which were present over 4,000 members of the club, together with their wives, children and sweethearts. It was the most successful outing the club ever has held, and brought together one of the largest motorcycle gatherings ever held in a section where large gatherings of motorcyclists are the rule. Local oil companies contributed to the general jollification by distributing gratis to the riders five barrels of gasoline. The committee of arrangements, to whom full credit for the success of the outing is due, consisted of C. Baylock, E. R. Langley, Harry White, Percy Bowers, R. S. Dissett.

Some friends of "Daredevil" Paul Derkum, of Los Angeles, Cal., best try to convey an impression of his marvelous stunts with a motorcycle by stating that "he can make a machine drink gasoline out of his hand." Someone who heard it remarked that a motorcycle would drink gasoline from anyone's hand if they fed it through a measure and funnel, and that a feat worth while is to induce a machine to eat speed from a wrench and screwdriver.



UNITED CYCLISTS' HANDICAP UNIQUE IN CYCLING

Spectacular Road Race Replete with Situations—Desired Publicity for Cause of Olympic Committee—Star Riders Furnish Soul-Stirring Finishes—Veteran Fisher and the Youthful Kaiser Outshine Classy Field.

"Twenty-four wins!" Clear, sharp, decisive came the words in a feminine voice, thrilling with the all-pervading excitement attending a brilliant victory, as the first rider crossed the tape with a truly wonderful burst of speed in the finish of the 15 miles handicap bicycle race on Pelham Parkway, New York City, Thursday, November 30. The voice was that of Mrs. T. M. R. von Kiler, a bride of six months, to whom was accorded the honor of picking the winner in the finish of the first road race under the auspices of the United Cyclists, the up-and-doing cycling organization, which, crystalized into being four weeks ago, immediately took up the work of proving to the public at large and the sporting world that the United States can and MUST send a bicycle team to the Olympic Games.

Its first endeavor to bring about this end, the promotion of the Pelham Parkway Handicap, was set in motion the week following the appointment of the American Olympic Bicycle Race Committee by the United Cyclists on its natal day, November 1, 1912. Then followed three weeks of as determined effort as ever was enlisted in any event in cycling history—and the result—first and foremost, publicity for the Cause, an entry list of 70 riders, this at a season when all of the riders had "broken training," a prize list valued at $250, an actual start of 42 riders, a crowd of 3,000 spectators, many of whom traveled from 10 to 15 miles from their homes on Thanksgiving Day, the one day of the year sacred to the fireside, and all indeed were rewarded well with what, in the unanimous opinion of veterans of the sport, was the most novel, interesting and altogether incomparable bicycle road race that ever had been their fortune to witness.

Promptly at 11 A. M, in response to the word from Starter Walter De Mara, the famous professional cyclist and 20 miles road record holder, the limit men, with 3 minutes 30 seconds start, were sent away, and throughout the ensuing 15 miles the riders never were out of sight. This was due to the arrangement of the course, a section of newly paved parkway, five-eighths of a mile in length by 65 feet wide being used with start and finish midway, and a slightly rising grade in both directions from the tape.

The limit men on the journey, there followed with scheduled precision the other riders from the various marks—3 minutes, 2 minutes 30 seconds, 2 minutes, 1 minute 45 seconds, 1 minute 30 seconds, 1 minute, and, with one of the limit men within 100 yards of completing his first of the necessary 12 laps and working desperately to catch them, the eight riders on scratch went away in a rush that despite his headlong speed, appeared to leave the oncoming leader of the race standing in his tracks.

"Whew!" said Will R. Pitman—"Happy Days"—of Boston Bicycle Club and Irvington-Milburn fame, in this instance as in hundreds of other races, Referee, "that was close, for handicapping that is drawing the line pretty fine; had that limit man closed that little gap what an advantage would have been his—one and a quarter miles completed and nothing to do but 'sleigh ride' all the way, but luckily that was missed by a margin the narrowest I ever have seen in my 30 years' experience in the game, and if I am not mistaken this will be the most interesting contest I ever have witnessed."



KAISER WINNING FROM 1:30 MARK

And so it proved; not alone to "Happy Days" but to all who witnessed the race. To and fro, the riders shuttled, passing and repassing any given point, 24 times in all, in a continuous stream, truly a most remarkable, unparalleled situation. As the race progressed, the riders gradually worked into larger and growing clusters. At six miles, the original eight squads were compressed into four. With four miles to go, the field was resolved into two divisions; in the first were about half the riders from handicaps of two minutes to the limit, inclusive; the second, but a scant quarter-mile in the rear, was made up of those of the long-markers who had been dropped and the scratch men, the latter setting a furious pace, extending every effort and working with clock-like regularity to close that tantalizing gap that intervened and which proved the salvation of the flying leaders.

The tenth time over the tape the advantage had been slightly increased. In the eleventh and last laps the scratch men closed to 300 yards, and up to three-quarters of a mile from the finish it was anybody's race—holding to this point the promise of a solid finish, shown since the scratch men had completed the first lap, when they demonstrated by their concerted pace-trading that they were in the race to ride "all the way," and win if possible. But this they were to be denied, as out in that flying squadron in front were three, Kaiser, Morgan and O'Connor, who realized the possibilities should the gap be closed and the seasoned sprinters on the honor mark be permitted to measure skill as well as speed with them in the final dash.

Coming down the stretch, a solid front of 12 riders was presented, bent low over the handlebars and every muscle tense for the spring; suddenly, 200 yards from the tape, a compact little rider, neatly clad in black trunks and white racing shirt, bearing the emblem of the Acme Wheelmen, appeared to literally lift himself forward from the pack, jumping clear of the line by a yard, this gain was increased with every revolution of the pedals in as straight and clean a sprint as could be desired. Over the line he fairly flew and then the announcement, "Twenty-four wins,' and such a win! by three open lengths. Then the rush, eight riders spread across and separated at the tape from first to last man by less than a wheel's length.

Harry Kaiser, a youth of 18 summers, was the winner. He started riding in competition May 7, this year, his first experience being in a race of 15 miles, in which he had a handicap of 4 minutes 30 seconds, and finished in twelfth position. He rode with increasing success, making his first win in the C. R. C. Association race of 10 miles, with a handicap of 2 minutes, November 12. He is a clean cut, stockily built lad, weighing 140 pounds, 5 feet 8 inches in



FISHER LEADS SCRATCH MEN HOME

height. A Pierce wheel geared to 91 inches and shod with Armstrong-Palmer tires, is his choice of equipment.

Within a minute of the time that Kaiser crossed the tape, 39 riders were checked. Just 52⅘ seconds separated the winner of the race and the leader of the scratch division, and time prize winner, Franklin Fisher, I. A. A. C., in twentieth position; his time was 38:47⅘, remarkably fast, as indeed was the time of all, when is taken into consideration the 24 turns around the "barrels" at the ends of the course. Jack Townsend, I. A. A. C., finished for second time prize, being beaten by Fisher by a scant length; third, William Van Den Dries, N. Y. A. C.; fourth, John Becht, E. C. W.; fifth, Joseph Shuster, E. C. W. Stanley Carmen, N. E. W., received a puncture early in the race, jumping on a borrowed wheel he resolutely dug after his fellow markers, the honor men, but was unable to overcome the lead, although he plugged along alone for 10 laps until overtaken by the first division in the home stretch. Joe Kopsky, another scratch man, a noted plugger and until recently the holder of the 100 miles record, was put out of the running in one of the very few spills on one of the turns. Frank Blatz, national amateur champion, the eighth of the back-markers, showed a lot of speed early in the race in short, snappy jumps, but evidently the distance and the different conditions of road riding as compared with that of the track was against him, as he did not show in the final jam.

Franklin Fisher, the time prize winner, has been riding in competition just about as long as Kaiser, winner of first place, is years old; in fact, Fisher won his novice 18 years ago, rode on the first banked track built in Madison Square Garden, and has been a most enthusiastic wheelman, a consistent performer and frequent winner in all that time, and looks good for many years to come.

To the promoters, managers and officials, unstinted praise is due for the culmination of what, at the outset, with the short time in which to complete all the necessary details, appeared to be an almost impossible task, and it largely is due to the ceaseless efforts of the chairman of the Thanksgiving Day race committee, Mr. H. A. Gliesman, and his assistants, Harold J. Dibblee and Victor J. Lind, that the project was carried through to so brilliant a finish.

The race originally was planned for 25 miles, but the impossibility of securing a suitable course, free from public traffic, on which to run a race of that distance, and the final selection of the Parkway strip, made necessary the reduction to 15 miles to prevent the overlapping of the various handicap divisions, as naturally would have occurred in a race of 25 miles, with the consequent well nigh impossible task of scoring the riders and the obvious unfair advantage that would accrue to those riders who first finished a complete lap of the course. by reason of the fact that they could and undoubtedly would be able to maintain their lead by simply following the pace of the back-mark divisions.

So far as known, at least within the last decade, this is the first bicycle race to have been held with the sanction of the authorities of the City of New York, and with a closed and patrolled course. To Mr. Thomas J. Higgins, Commissioner of Parks, cyclists are indebted for the favors in this respect, and to Captain John McCauley, 69th Precinct, with a squad of 12 mounted men, for the excellent order maintained over the entire course from the starting gun until the last rider crossed the tape. Not an accident, beyond one or two of a minor nature, or interference of any sort, marred the proceedings.

The officials and prize winners, on Friday, December 8, will be the guests of the American Olympic Bicycle Race Committee at an informal dinner, at which also will be arranged the prize distribution.

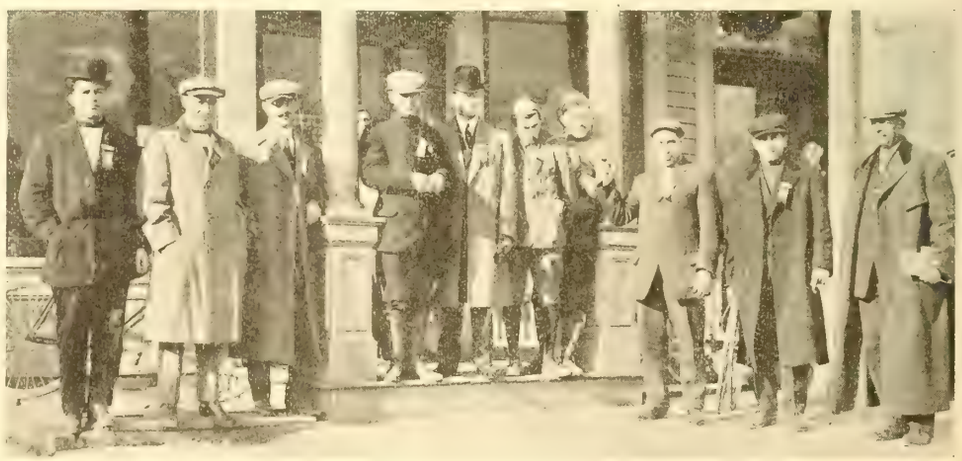
Although this, the first attempt, may prove to be unremunerative financially, the United Cyclists have been encouraged by the general results obtained and the very evident appreciation of all who witnessed the race, and now are contemplating another of the same sort early in 1912.

The score of the first ten to finish and the time prize winners follows:

	Rider and Club	Hdcp. M. S.	Time M. S.
1	H. Kaiser, A. W.....	1:30	39:26
2	J. Townsend, I. A. A. C...	Scr.	38:48
3	H. L. Lind, Q. W.....	1:30	39:26⅘
4	F. Heusch, C. R. C. of A.	1:30	39:27
5	J. De Bruyn, A. W.....	2:00	39:57⅕
6	J. O'Connor, C. R. C. A..	1:30	39:27⅖
7	George Pauli, M. A. C...	2:00	39:57⅗
8	P. L. Kane, E. C. W.....	2:00	39:57⅘
9	J. Pipp, Yonkers Y.M.C.A.	2:00	39:58
10	W. Segelkin, E. C. W....	1:30	39:29
	Time Prize Winners.		
1	F. Fisher, I. A. A. C.....	Scr.	38:47⅘
2	J. Townsend, O. A. A. C..	Scr.	38:48
3	W. Van Den Dries, N. Y. A. C.	Scr.	38:48⅕
4	John Becht, E. C. W.....	Scr.	38:48⅖
5	J. Shuster, E. C. W.....	Scr.	38:48⅗

Results of Great Neck Cycle Races.

In the postponed races of the Great Neck, (N. Y.), Cycle Club, which were held November 12, two Irish American Club riders gave a good account of themselves. Jack Townsend won the half mile open and the four miles miss-and-out, and Franklin Fisher, his club mate, captured the mile handicap from scratch. The unlimited Australian pursuit race, which was called by darkness, resulted in a tie between John Becht of the Great Neck C. C., and Stanley Carmen, of the Empire City Wheelmen. A deciding match of three-fifths of a mile to settle the winner was won by Carmen.



PROMINENT CYCLING ENTHUSIASTS WHO OFFICIATED

UNITED CYCLISTS BECOME A NATIONAL FACTOR

Branches Being Formed Throughout the Country, Delegations From All Sections to Attend Big Dinner in January — Olympic Subscription List Started.

Subscriptions Pledged for the American Olympic Bicycle Race Fund.	
B. A. Swenson, Providence, R. I.	$10.00
H. A. Gliesman, New York	10.00
C. T. Kilborne, East Orange, N. J.	5.00
United Cyclists (Collection)	10.00
New York Division, Century Road Club Association	10.00
New Jersey Division, Century Road Club Association	5.00
R. F. Kelsey, New York	10.00
J. A. Hall, Brooklyn, N. Y.	5.00

The regular meeting of the United Cyclists was held on Monday evening, the 27th ult., in the rooms of the Irish American Athletic Club, 110 East Fifty-ninth street, Manhattan. The meeting was called to order by President J. A. Hall with about 40 members present. The minutes of the last meeting were read by Secretary W. R. Stroud and approved of and then the reports of the committees were received. W. R. Stroud and H. J. Dibblee, reporting for the press, stated that approximately 200 columns of news regarding the United Cyclists and the Thanksgiving Day race and their work for the Olympic bicycle team had appeared in various newspapers throughout the country. Franklin Fisher, reporting for the racing committee, stated that the Irish American Athletic Club had very kindly offered the use of their gymnasium for a roller race meet and that he had taken up the matter with several professionals who had signified their willingness to ride in such an event. H. A. Gliesman, chairman of the Thanksgiving Day committee, reported that a very large entry list had been received and that Commissioner Higgins, Commissioner of Parks, had consented to close the portion of the Pelham Parkway just completed, between White Plains avenue and Williamsbridge road, for the race on Thanksgiving Day. Mr. Gliesman also stated that the police commissioner has agreed to have proper police control for that course. Numerous prizes have been donated by various manufacturers and others, and about 30 prominent men have been requested to serve as officials. A story of the race appears on another page. Letters were then read by the secretary from many prominent men, endorsing the movement for sending an American bicycle team to compete in the Olympic Road Race.

Prominent Men to Speak at Dinner.

Plans for a big dinner to be held on January 10, probably at the Hotel Astor, New York, were then discussed, and it was stated that Gov. John A. Dix of New York, Gov. Woodrow Wilson of New Jersey, Mayor W. J. Gaynor of New York, Comptroller William A. Prendergast, New York, Borough President Alfred E. Steers of Brooklyn, and many of the prominent men of the trade have been invited to be present and speak. Ladies will be included, and the tickets for the same will probably be $2.00 per plate. Visiting manufacturers and cyclists from all parts of the country are expected to be present, aggregating a number of about 1,000.

It was reported by the president that branches of the United Cyclists are about to be formed in Buffalo, N. Y.; Baltimore, Md.; Indianapolis, Ind.; Atlanta, Ga.; Philadelphia, Pa.; Chicago, Ill.; Boston, Mass.; Providence, R. I.; St. Louis, Mo.; Louisville, Ky.; Savannah, Ga.; Los Angeles, Cal., and San Francisco. Cal., for the purpose of aiding the general organization in the raising of funds for the Olympic Bicycle Race Committee and to arrange for elimination contests in their various communities.

Organizations Contribute to Olympic Fund.

It was then reported that the Century Road Club Association, Eastern Division, at its last meeting, held in New York on the 24th inst., had decided to donate $10 to the Olympic fund. The New Jersey division also reported a donation of $5.00; and E. Lee Ferguson of the Eastern Division was appointed to devise ways and means for raising an additional amount. He at once started a popular subscription list and reports very good progress from the same. The Eastern Division also offers to donate, for the use of the Olympic team on board ship, a set of home trainers. Mr. Franklin Fisher, reporting for the Empire City Wheelmen, stated that they would give the proceeds of their New Years' Eve race to the Olympic fund. Several other contributions have been received, as reported above on subscription list.

A collection was then taken up for the benefit of the Olympic fund and approximately $10 was secured. Thirteen applications for membership were read and accepted. M. J. Zulzer, reporting for the emblem committee, stated that he was securing estimates for the same and that he would report more definitely at the next meeting.

President J. A. Hall then spoke urgently for the need of contributions for the Olympic fund, as follows:

"The general American Olympic Committee must know as early as possible whether there is a possibility of our sending a bicycle team to compete in the Olympic Road Race. The American committee should at once advise the Swedish Olympic committee how many Americans are to enter in the Olympic games, so that accommodations may be secured for them in Stockholm and transportation secured. We are receiving daily assurances from all parts of the country of contributions that will be sent by those interested, but they do not state how much or when. The evident desire is to wait and see what some one else is going to do, and it readily can be seen that if everyone does this there is very little possibility that by January we will have sufficient funds for this team.

A Chance to Prove Your Sportsmanship.

"The committee has arranged a table, shown on another page, in the United Cyclists' advertisement, which calls for 955 contributors. Among the thousands of bicyclists in America there should be absolutely no trouble in securing the necessary $4,500 in this way in a comparatively short time. The committee states that they want 10 to contribute $100 each; 15 to contribute $50; 30 to contribute $35;—(if every manufacturer who secures the greatest benefit from the publicity obtained by such an event absolutely without cost to them, 200 columns being secured within the last month, and this just a start, would send in the above amounts at once, then the dealers and riders could take care of the rest): —50 contributing $10 apiece, 100, $5, 250, $2, and 500, $1. Many can accept the offer of the Bicycling World and Motorcycle Review to contribute one-half of the subscriptions received, through the United Cyclists, to the Olympic fund, in this way helping us out without taking one penny extra out of their own pocket and securing the Bicycling World and Motorcycle Review for one year, at the regular price of $2.00, one-half the amount of which will be donated by the company to the Olympic fund.

"The powder and ammunition manufacturers are getting together and are going to pay the entire expenses themselves for the revolver and rifle teams. The manufacturers of bicycles and accessories evidently have not yet awakened to the full realization of what it would mean to them by sending an American team to the Olympic games, not only in its direct advertising secured through the publicity obtained from newspapers in the country, but in the fact that bicycling today is just at a point where it needs only something big on this order to give the sport a tremendous and healthy revival as a sport and not simply as a means of travel.

Many Take Advantage of Unusual Offer.

A vote of thanks was tendered to Robert Lawson, who designed the United Cyclists' emblem and made a very fine drawing in colors of the same, and also to

W. T. Farwell, Jr., who furnished a black and white drawing for use in making line cuts. H. A. Gliesman, in reporting for the special subscription committee, stated that subscriptions for the Bicycling World and Motorcycle Review were beginning to, come in under the offer donating one-half of all subscriptions to the paper to the Olympic fund, and that Edgar Boehm, of Baltimore, had the honor of being number one on the list. He also stated that 2,500 circulars regarding the special subscription offer had been sent out and large advertisements were appearing weekly in the papers.

Through some misunderstanding, newspapers throughout the country are reporting that the United Cyclists are going to send a team of 12 motorcyclists to take part in the Olympic games. This statement is absolutely incorrect, as no motorcycle events are provided for in the Olympic games.

It is now planned to hold a big public meeting, probably the night before the dinner in New York, when delegations from various parts of the country will be present, and the Olympic question fully explained. The president will appoint a committee for this work, probably this week.

The next meeting will take place at Stoetzer's Hotel, 1312 Fulton street, Brooklyn, on Monday evening, December 11th. A report of the Thanksgiving Day race will be received and other important matters discussed. The meeting will be followed by a "Dutch";—something to eat, something to drink, and a general good time.

Ferguson Offers Excellent Suggestions.

The following suggestion from E. Lee Ferguson, of the Century Road Club Association, Eastern Division, is an excellent one, and if the individual cyclist would send in small contributions at once, they would soon count up.

"As a member of the American Olympic Bicycle Race Committee I tried out an idea at the meeting of the Eastern Division of the C. R. C. Association, November 24, which may be of interest to others. I referred to the immediate need of funds, reading excerpts from the remarks of President J. A. Hall of the United Cyclists, and James E. Sullivan of the General American Olympic Committee, from the Bicycling World of November 18; and to the great sum that could be raised if each cyclist in Greater New York would contribute a trifling amount—from 10 cents to one dollar—and announced that I would accept any small sums from the members present. As a result I secured four dollars without asking any individual personally. It happened to be a relatively small meeting, otherwise the returns would have been greater. The point, however, that I desire to make is that a small contribution from each cyclist, such as would not be felt by the individual, will in the aggregate supply a fund larger than is actually required to pay the expenses of an American team There is no American cyclist but would be proud of the fact that he had contributed to the success of the movement, however small his contribution, and with concerted action on the part of the members of the committee, the dealers, and others interested, it would be practicable to bring this matter to the attention of a vast number of the cyclists of New York and produce a large total in cash at an early date. Large donations are of course desirable, but it is the aggregation of little things that produces results.

"The members of the Eastern Division of the C. R. C. Association who assisted me in my initial attempt to raise funds were as follows. A. B. Cooley, H. A. Gliesman, Alfred Horrey, Henry Kest, William Lexow, D. W. Moore, George Polacsy, Lucian Segal, Sylvain Segal, Isadore Taub, Adolph Wiener and H. W. Zarr. At the same time the Eastern Division appropriated ten dollars as a contribution to the fund, and the New Jersey Division pledged five dollars for the same purpose. The members of the Association feel a deep interest in the effort to have America properly represented in the great cycling feature of the Olympic games next year, and will have some candidates wearing the club colors in the elimination trials."

NICKELING WITHOUT ELECTRICITY

German Claims to Have Solved Problem With Galvanit—Powder, Water and Friction All That is Necessary.

How properly to nickel plate a piece of iron, steel or copper without the use of cumbersome and expensive electric apparatus, has been a dream of the inventor for many years. Many so-called "compositions" have been offered, but none of them proved capable of serving the purpose. Quite recently, however, M. A. Rosenberg, a distinguished German chemist, is credited with having discovered a method of covering metals with layers of tin, nickel, silver or cadmium by an electrolytic process which is absolutely independent of batteries, electric current, electrolytic solutions, etc. The necessary electric current is developed by humidity and friction while supplying the powdered coating metal to the cleaned surface of the metal to be covered.

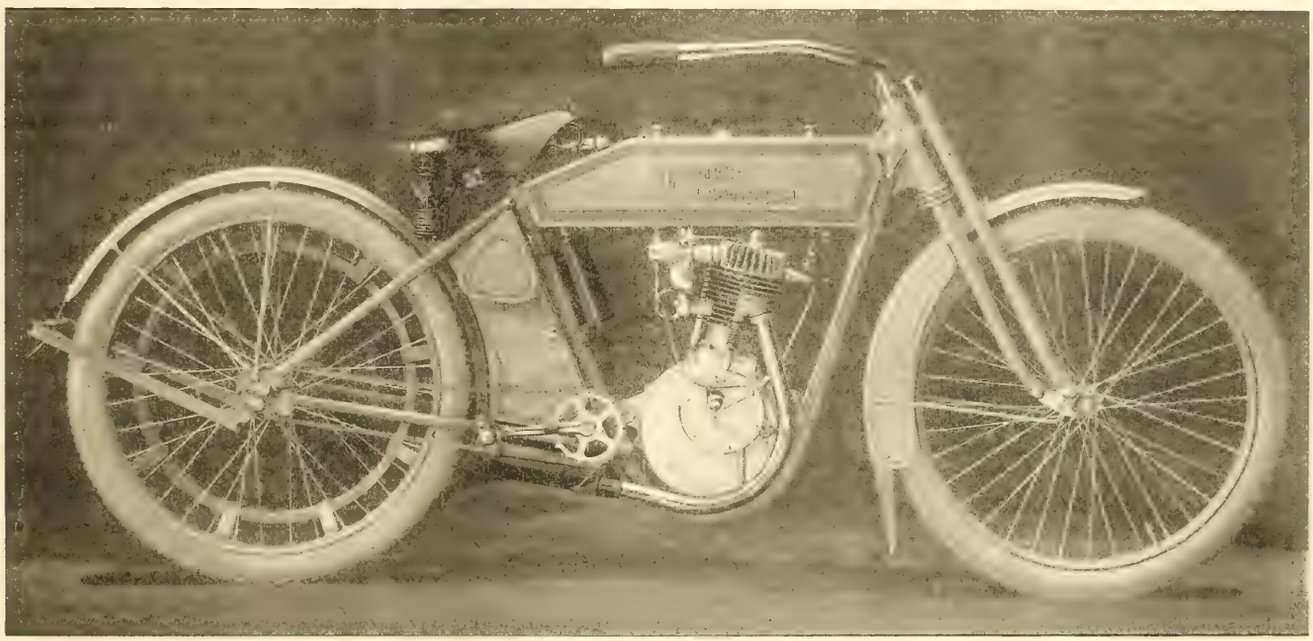
The secret of Rosenberg's success lies in his discovery of a metallic mixture which will not attract humidity from the atmosphere, while stored, but which will set up electrolytic action immediately upon contact with water. For this reason the powder composition is mixed with certain inert substances, the object of which is nothing more than the protection of the effective particles of metal from humidity. To create the electrolytic action necessary for obtaining a smooth, serviceable coating of nickel small quantities of electro-positive metals, such as zinc, magnesium and aluminum, in the very finest powdered state, are mixed with the oxides or salts of the metal to be deposited.

For instance, if it is desired to nickel a plate of copper, the surface of the copper is dampened and the powdered composition sprinkled over it. The composition, in this case, would contain nickel oxide, finely powdered magnesium, and some powdered inert material such as infusorial earth. Immediately on contact with the water innumerable minute electric currents are created, by the aid of which tiny particles of metallic nickel are deposited upon the copper, forming a dense layer of nickel. It is this creation of electric current of very small intensity by means of the powder itself, which constitutes the novelty, for it long has been known that deposits of silver, mercury, etc., could be made upon polished surfaces by rubbing the oxides or salts of these metals upon the surfaces to be coated. The mere sprinkling of the powder on the copper surface, of course, does not create a perfect coating; in order to obtain this the powder must be rubbed in with a soft rag. During this friction a process of amalgamation takes place, and a homogeneous coat is formed, ready for polishing or buffing. The more powder that is placed on the rag, and the longer the rubbing is continued, the thicker the layer of metal coating becomes. It is even possible to produce beautiful designs by this method on iron, steel or copper; all that is necessary being a stencil, through the openings of which the nickel or silver is rubbed onto the metal to be covered.

Furthermore it is claimed that with the Rosenberg method it is unnecessary to first cover iron or steel with a layer of copper in order to cause the nickel to adhere properly; it is even possible to re-nickel damaged articles without removing the jagged coating or nickel still adhering to the surface. Simply by applying the powder and rubbing it hard into the metal, it is declared, it will form a perfect connection with the old coating, impossible of detection even by the microscope.

In this connection it is stated that in none of the compositions is there any use made of cyanides, mercury salts or free acids; they are not poisonous and do not even stain the fingers. The powders are to be marketed under the general trade name "Galvanit," and may be obtained for the following processes: To deposit tin upon copper, brass, German silver, silver, iron, steel; silver upon bronze, sopper, silver, German silver, iron, steel; cadmium (a rust preventive), upon copper, iron, steel, German silver, and nickel upon copper, iron, steel, brass, German silver, nickel.

Of the 59 Motorcycles Sold in Joliet, 52 Were Harley-Davidsons



Mr. F. E. Beck, of Joliet, Illinois, secured the agency for the Harley-Davidson in the Spring of 1909. Other dealers who also saw the possibilities in the motorcycle future continued to enter the field until there were seven different makes represented.

Today, there are 59 motorcycles in Joliet—52 of these are Harley-Davidsons.

Harley-Davidson Motor Company

153 C Street **MILWAUKEE, WIS.**

SIXTEEN TEAMS FOR SIX-DAY RACE

Lorenz and Saldow (German) Latest Addition to the Foreign Contingent—Teams Well Matched.

Facing the starter at five minutes past the hour of midnight Monday, December 11, in Madison Square Garden, New York City, will be represented 16 teams of long distance bicycle riders, the pick and cream of the world's best men in six-day races. The event will be the nineteenth annual recurrence of six-day contests in Madison Square Garden under the veteran management of Promoter P. T. Powers, and undoubtedly will be the last race of its kind held in the historic structure, as the Garden is slated to be torn down in the spring and be replaced by a large business block.

Be this as it may, it by no means signifies that New York will not have its annual six-day race, as another structure will be ready in an advantageous location in the metropolis ere this time next year, that will provide ample accommodations for this sporting classic.

There is ample material in the teams composing this year's contingent of contenders to warrant the belief that cycling history will be made, and that the record of 2,737.1 miles, made by McFarland and Moran in 1908 will be eclipsed. The entry of Kramer, the 11-time American champion, into the contest, with Moran, the veteran six-day grinder as his partner, has awakened an interest among the cycling fans of the country that cannot be overestimated, and the veterans of the game who are good at guessing frankly admit that the problem of the finish will be a hard one to solve.

The element of uncertainty is heightened by the fact that Kramer's chief rival, the redoubtable "Jackie" Clarke is teamed up with Joe Fogler, the Brooklyn wonder, and winner of several six-day races at the Garden in recent years. Then again, there is Eddie Root, who with Moran as a team mate last year, won the race by his finishing sprint. He is teamed with Fred Hill, and their friends say, a better combination of riding partners was never made.

Then again the brothers Bedell, John and Menus, whose faces have been missed from the field of starters for the past two years, are again in line and should make a first class showing. In fact the whole American field of riders shows class and among the fresh faces who will be in the field of starters there are several who will undoubtedly make good among the prize winners. Frank Cavanaugh, the Newark, N. J., amateur, who made such a strong bid for championship honors last season, has decided to cast his lot with the money chasers and has teamed with Norman Anderson, the Danish rider. Cavanaugh is the real novice of the race, but he has a tremendous amount of strength and should made a good showing.

Four of the foreign riders, Leon Georget, Lapize, Vanhouwaert, and Brocco, sailed last Saturday on the French liner "La Loraine," and are expected to land in New York to-day. Lapize and Vanhouwaert are newcomers to this country. The first named is a French rider of note, and the latter is a Belgian who has made a good name for himself in endurance contests. Leon Georget and Brocco both have been seen before in the Garden races and have rendered good accounts of themselves.

Sailing on board the "Prince Frederick Wilhelm" from Germany is Lorenz and Karl Saldow, who are reputed to be the greatest team of six-day riders in all Europe. They have won distinction in their own country by capturing one six-day race, held in Berlin, and finishing second in another. Lorenz also has the distinction of being one of the best sprinters in Europe, and will be matched to ride Kramer and Clarke in the Saturday night races of December 9, which act as a curtain raiser for the big event.

Palmer and Wells, who constitute the foreign team from Australia and New Zealand, are well known in America, having competed on the tracks of this country for several years past.

Arrangements which were in progress between the management of the race and Rutt and Stol, the well-known German-Holland team, have come to naught and neither of these riders will compete in the race this season.

The complete make up of the 16 teams is announced as follows:

American—Kramer and Moran, Root and Hill, Clark and Fogler, Bedell and Bedell, Collins and Pye, Halstead and Drobach, Cameron and Magin, Anderson and Cavanaugh, DeMara and Lawrence, Galvin and Wiley, Ryan and Jokus, Stein and Thomas.

French—Leon Gearget and Brocco.

French-Belgian—Lapize and Vanhouwaert.

German—Lorenz and Saldow.

Australasian—Palmer and Wells.

McCarthy Wants to be Reinstated.

It was recommended at the special executive meeting of the Canadian Wheelmen's Association, November 24, that Fred McCarthy of Stratford, one of the old Canadian favorites, be reinstated to the amateur ranks. McCarthy has remained out of competition all summer, and having made written application for reinstatement, it is probable that he will be whitewashed at the annual meeting of the association next April. It is not expected that the N. C. A., by whom McCarthy was professionalized, will place any stumbling blocks in the way of his reinstatement, even though it be supposed that he will make one of the Canadian Olympic team. The N. C. A. will consider McCarthy's case at its annual meeting.

CANADA WILL HAVE OLYMPIC TEAM

Special Meeting of C. W. A. Shows Our Neighbors Strong for Representation in Lake Malar Road Race.

At a special executive meeting of the Canadian Wheelmen's Association, held at the Falconer Hotel, Toronto, Friday, November 24, it was decided to send a team of riders to Stockholm for the 1912 Olympic games and a recommendation to this effect was prepared, to be presented to the powers that be. The Dominion government financed the team that represented Canada at the London games in 1908 and it is expected that the Parliament of the country will again lend a helping hand. Eight riders will be sent. A series of long distance elimination trials will be held on the roads near Toronto early next season, and the men selected will be sent over at least a month in advance so that they may become acclimated. At least one member of the C. W. A. executive board will go along with the riders as advisor.

"Hares and Hounds" on Long Island.

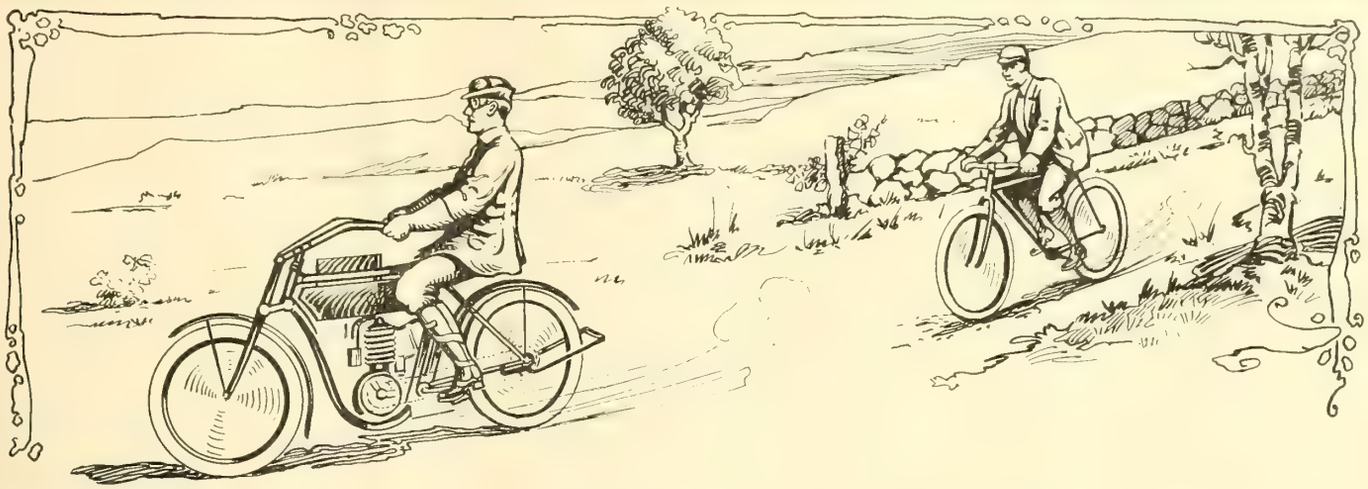
Enjoying themselves to their heart's content in the healthy, bracing weather, the Century Road Club of America in conjunction with the C. R. C. Association, Acme Wheelmen and Iver-Johnson Wheelmen held their annual hare and hound chase November 26, at Manhasset, on the north shore of Long Island. Thirty riders participated.

Under the leadership of H. Hintze and H. Geiler, the wily hares with ten minutes start, each carrying a bag of colored paper laid the trial around Manhasset, Great Neck and Little Neck and endeavored to evade their pursuers, the route taking them through the woods, crossing the fields and streams and over hills and dales.

The hounds, in charge of E. Fraysse and J. Schmidt, followed in pursuit and were kept busy throughout the chase by false trails and the pleasing difficulties of crossing wire fences. However, after about eight miles of difficult traveling the hares were sighted and captured one by one, after which dinner was partaken of at the Centennial Hotel, Manhasset. The return home to Flushing finished the club run. Another chase will be held in the near future.

Veteran Shafer Again Shows Activity.

"Dave" Shafer, well known to cycling enthusiasas as one time manager of Jimmy Michael, has completed a very remunerative contract with an Australian exhibition company for the engagement of Arthur Stone to give performances in that country with a Metz aeroplane and his motorcycle globe-of-death act. Mr. Stone sailed November 30, from Vancouver, B. C., and Shafer will follow December 27.



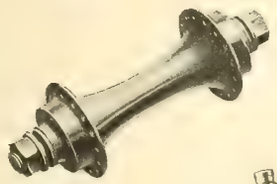


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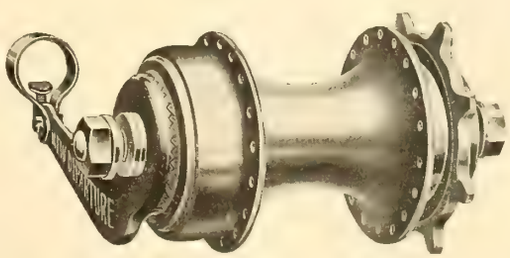


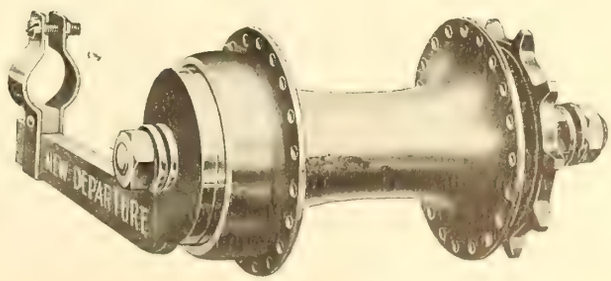


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Goodwin, I. A. A. C. Wins from Scratch.

New York's indoor flat-floor bicycle racing season opened auspiciously at the thirty-ninth games of the 23rd Regiment, N. G., N. Y. held in the armory, Bedford and Atlantic avenues, Brooklyn, Saturday, November 25. The two bicycle events on the lengthy general athletic program furnished thrills and excitement aplenty.

Eleven novices faced the starter in their mile open and contrary to expectations, they negotiated the eight laps of the glistening floor without a spill, A. Farrell (Co. "M") winning in 2:44⅕.

On the other hand, the 20 riders, several of whom were veterans and acknowledged flat-floor experts, who filled the ranks in the two preliminary and final two miles handicap for amateurs provided the spice of the evening in three hotly contested numbers interspersed with some rather rough going, garnished with the consequential spills and topped off with peppery finishes, with a dash of record breaking in the final when Eddie Goodwin, Irish-American A. C., made good his name in the time of 4:52, bettering the previous mark for the floor by three seconds.

One mile open, novice—Won by A. Farrell, Co. "M."); second, E. G. Manson, (Co. "M."); third, C. O. Soderstrom, (Co. "I"); time, 2:44⅕.

Two miles handicap, amateur—First heat—Won by J. Townsend, I. A. A. C. (15 yds.); second, Nat. Gutoff, W. A. S. (100 yds.); third, H. Murphy, A. B. C. (85 yds.).

Second heat—Won by Edw. Goodwin, I. A. A. C., (scratch); second, C. A. Mohrmann, I. A. A. C., (20 yds.); third, Franklin Fisher, I. A. A. C., (35 yds.).

Final heat—Won by Goodwin; second, H. J. Murphy; third, J. Townsend; time, 4:52.

Baltimoreans Close Together on Mileage.

The Century mileage contest of the Crescent Bicycle Club, of Baltimore, is resolving itself into a see-saw game. Charles H. Thoms, who held second place in October, has forged into first place for November, replacing William Leimbach. The two leaders are running a close race, and the final standing at the end of the year will show that neither one is far behind the other. August T. L. Leimbach is holding down third position, and by some hard riding could overtake the leaders and give them a hard run to beat him out. Sanborn is still fourth, which place he captured several months ago from Mommer, the Crescent's New York plugger.

The Leimbach brothers each rode a double century October 29, thereby getting even with Thoms, who put one on them earlier in the season. The total for October was 6,400 miles. Capt. Huber is the only man who knows how many miles each contestant has made since the beginning of 1911, and the end of the year is being anxiously awaited by the men. There has been no material changes in the standing.

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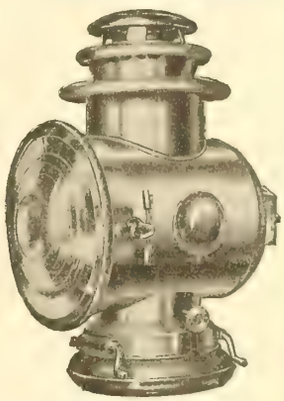
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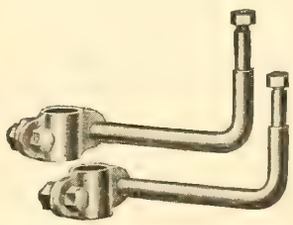
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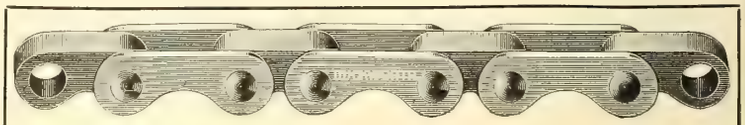
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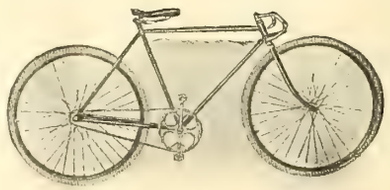
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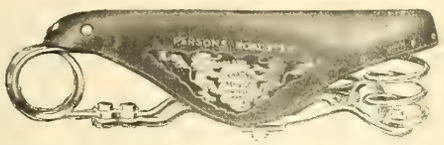
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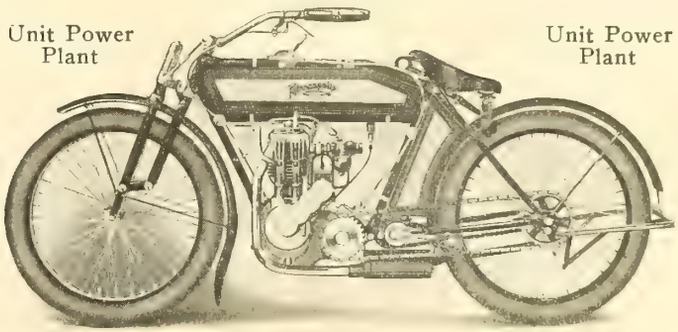
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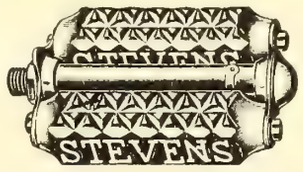
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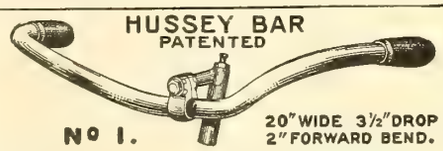
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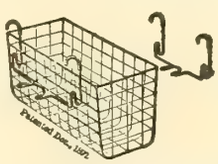


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HYDRAULIC PRESSED STEEL CO.
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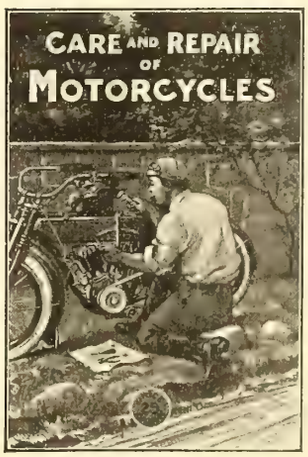
A house where the trade can get what they want in
Automobile, Motor and Bicycle
SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.

---

25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"



¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

Empire Tires
WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

Don't Forget the Connecting Link When Buying a New Chain



You know this is important for quick repair on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

Ask your dealer.

TRADE ◇ MARK





Diamond Chain and Mfg. Co.

141 W. Georgia St., Indianapolis, Ind.

Capacity 3,000,000 feet per year

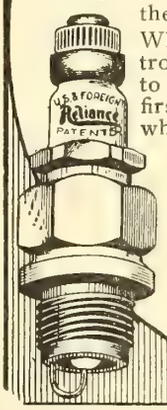
(105

Reliance
(REG. U.S. PAT. OFF.)

In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.



When you realize that **ninety per cent.** of all plug troubles are caused by **carbon** and **soot** you begin to appreciate why the Reliance should be your first and last choice; you see why those who have once used Reliance troubleless plugs will have no other.

Regular Type $1.00
Magneto Type $1.25

For sale by most dealers, if yours does not carry, write and we will ship prepaid at prices quoted.

JEFFERY-DEWITT CO.
71 Butler Ave., Detroit, Mich.

Agts. for Continental Europe
Armand Frey & Co.,
Berlin, Germany,



No. 88 Motorcycle Lamp—$5

A Motorcycle Searchlight.
Mirror Lens Projecting a Powerful Light.
Integral Generator.
Nickel Finish.
Weighs Only 23 Ounces.



THE MOTOR CAR EQUIPMENT CO.
55B Warren Street, New York City

MUSSELMAN
COASTER BRAKE



"The little fellow with the Big Grip"

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers



Kokomo "New Oxford"

The wear-resisting qualities of Kokomo Tires due to the extra quality of materials used in their making, illustrate the reason why so many manufacturers of high grade bicycles are using them; also, why dealers all over the land are busy supplying the demands of experienced riders who require only the highest grade tires manufactured.

KOKOMO TIRES

will be sold in greater lots during 1912 than in previous seasons. Kokomo "New Oxford," a popular guaranteed tire that is especially designed and constructed for road use. It is made from the best materials obtainable, being built up by hand with pure para inner tube, and, owing to the very high quality of the inner tube used, a puncture is very easily repaired. Kokomo Defender Special, a medium price tire of more than ordinary quality. It is popular among riders. Also furnished in smooth tread.

SEND FOR OUR INTERESTING LITERATURE

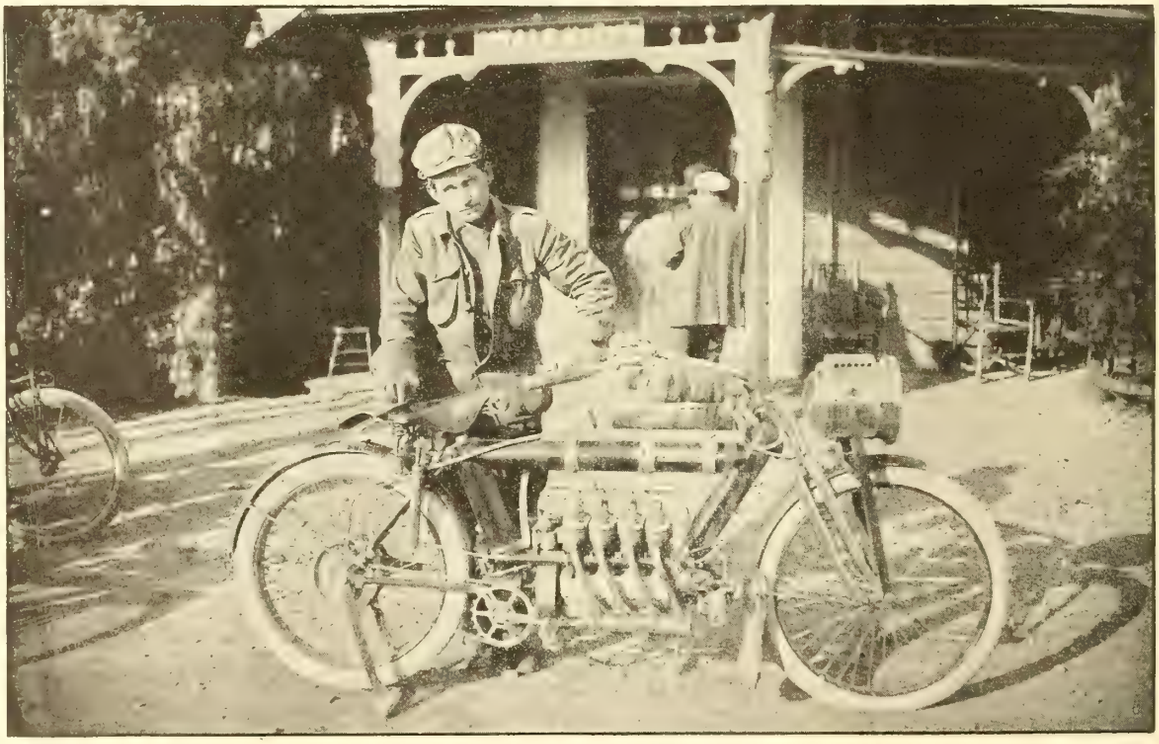
KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.



Kokomo Defender Special

PIERCE WINS

Longest Endurance Contest Ever Held Running Day and Night



L. W. Conner, Rider of the Winning Pierce

SAN FRANCISCO ENDURANCE CONTEST

Run for 5 Days and 5 Nights in 18 and 30 Hour Relays

For a Distance of 1779 Miles Won by Pierce Four Cylinder

Thirty-seven original entrants representing all makes of machines were eliminated by 5 successive contests and final award given to the Pierce—the only machine finishing in trade rider contest. PIERCE SINGLE was 33rd machine eliminated.

Pierce Motorcycles Are Built for Endurance.

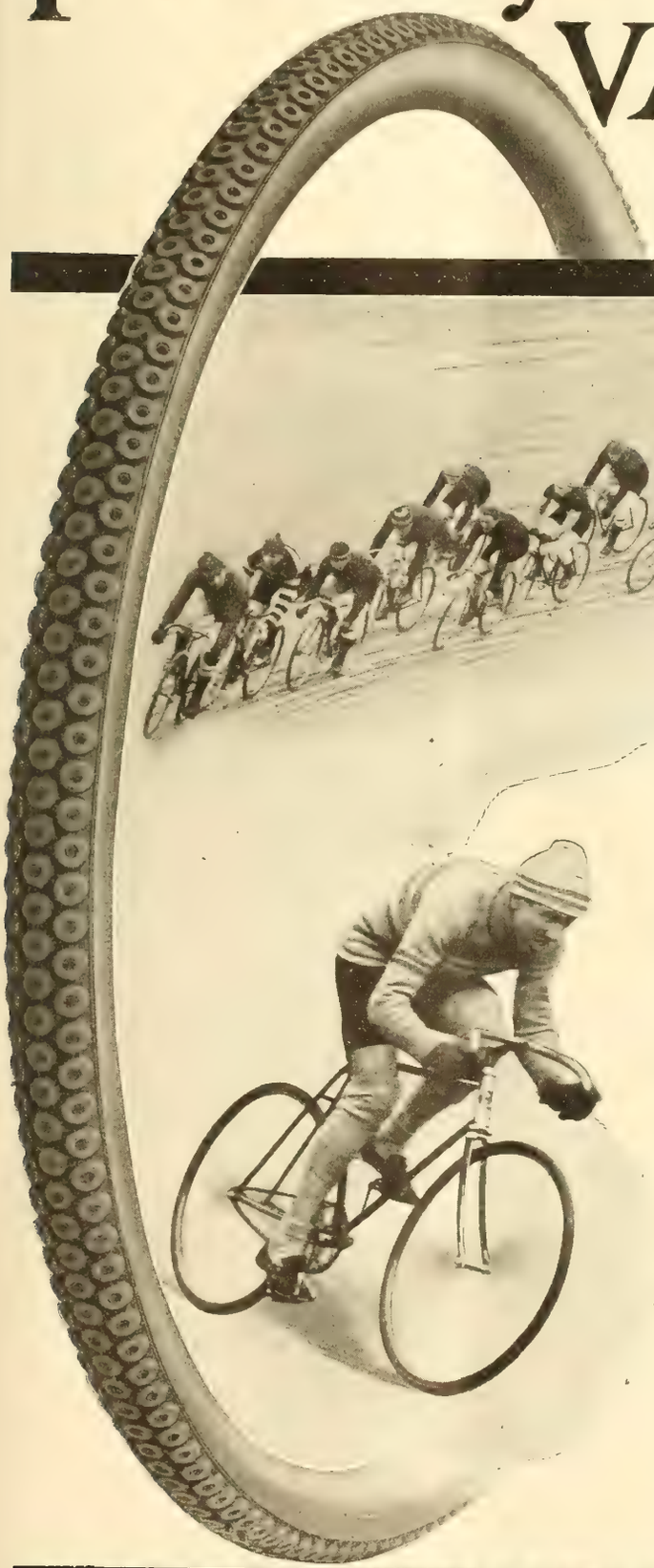
See Complete 1912 Catalog "A." Bicycle Catalog "AA."

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

Pennsylvania VACUUM CUP Bicycle Tires





Stocked by the leading hardware and sporting goods jobbers throughout the country.

The raised rubber cups moulded on these tires absolutely prevent skidding on wet or slippery pavements or in mud. The cups "hold the road" better than any known form of non-skid, and by ensuring safety and better traction power they admit of increased speed. The rubber knobs render these tires exceptionally long wearing. They last.

The high quality of materials used in the manufacture of Pennsylvania Vacuum Cup Tires enables us to give with each an unqualified season's guarantee. Each tire carries our yellow guarantee tag.

Made by an Independent Company with a selling policy which ensures a fair margin of profit to jobber and dealer. Write for profitable particulars.

PENNSYLVANIA RUBBER CO.

Jeannette, Pa.

(Re-organized February 1st, 1910)

NON SKID TRADE MARK

BRANCHES:

Pittsburgh, 505 Liberty Ave. Detroit, 247 Jefferson Ave.
Chicago, 1004 Michigan Ave. Minneapolis, 917 First Ave., S.

Pennsylvania Rubber Co. of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission St.
Los Angeles, 930 So. Main St.

DID YOU EVER EAT DUST?

Well, You Don't Have to Any More, Why?

Because we have something that has never been equalled in the history of motorcycling in America. It is a **BIG TWIN** and you don't dare open her up on the road. Try it once and watch the hills disappear behind you.

Two Beautiful Colors

Reading Standard

Brown Green Ivory Panels

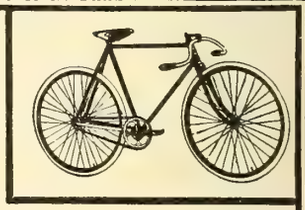
Double oiling system, double braking device, shock absorbing seat post, foot rests, luggage carrier, mechanical valves, powerful ball bearing easy running motors and other exclusive features.

If interested, write us today. If not interested, write anyway and you soon will be.

READING STANDARD COMPANY, 310 Water Street, Reading, Pa.



How to Satisfy Your Customers and Make Money

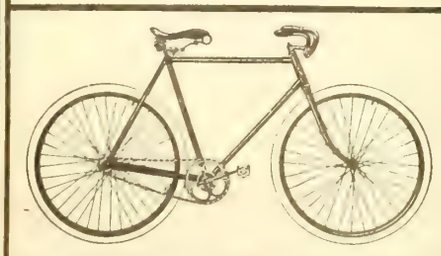


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

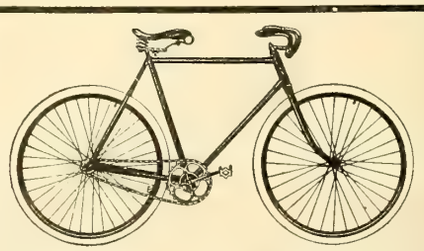


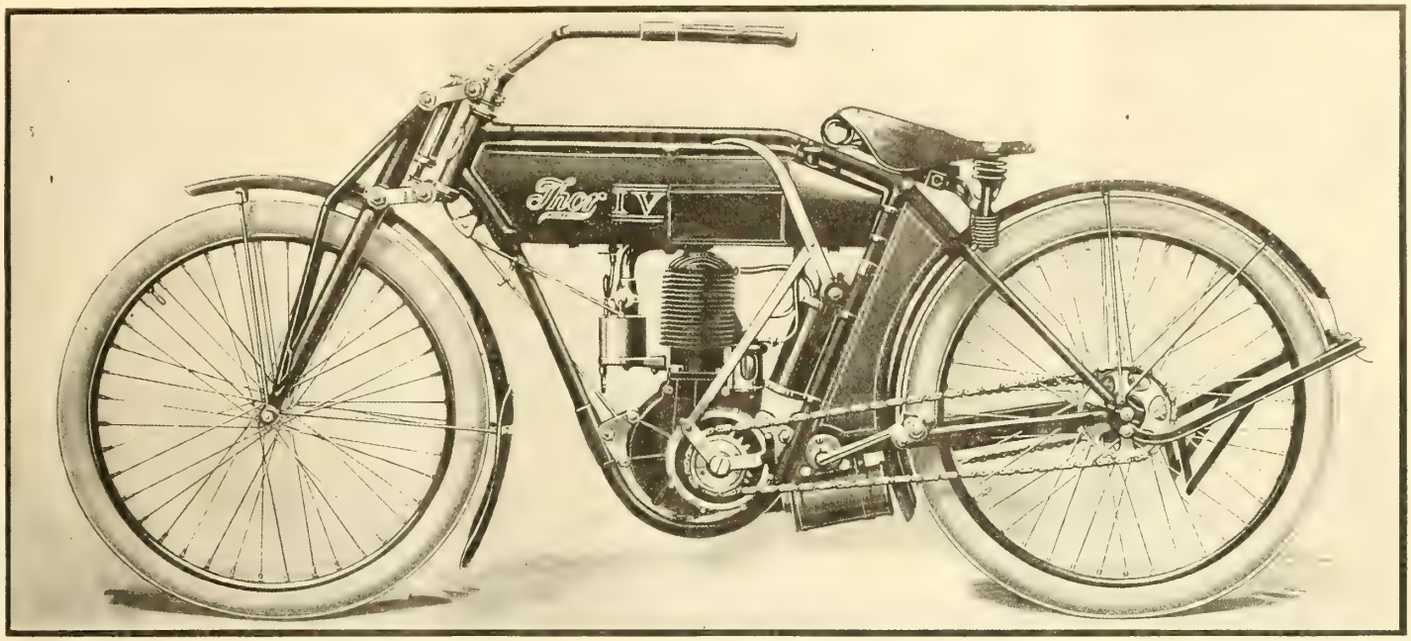
The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





The New

1912 *Thor* $175

With Free Engine Clutch

¶ This new *Thor* is presented as containing more value dollar for dollar, than any other motorcycle manufactured.

¶ The *Thor* has again set a new standard by which motorcycles are to be measured.

¶ The response of riders and dealers alike to our announcement has been beyond all expectations.

Dealers Grasp the Opportunity—Write Today

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building, Chicago, Ill.

A. FREED, 1440 Market St., San Francisco, Cal.

No slip in braking or in forward driving in the

CONCAVE ATHERTON

Coaster Brake for Bicycles

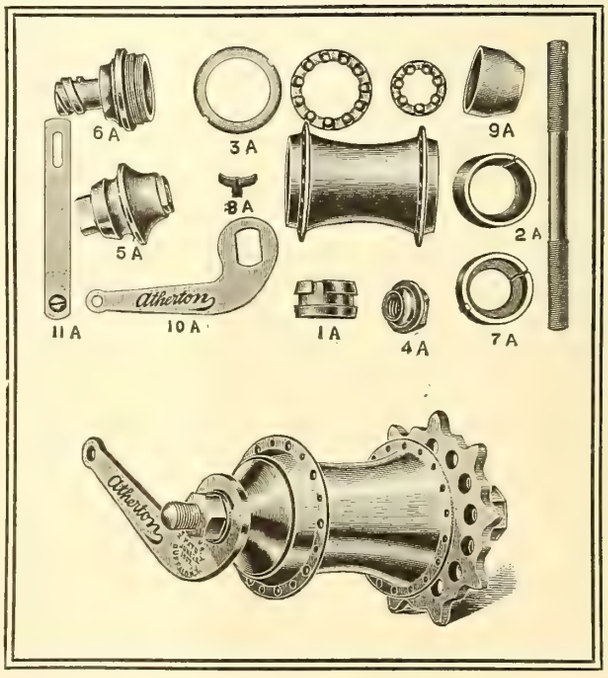
In the 1911 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!



QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers

The Pioneer Popular-Priced Machine

POPE MOTORCYCLE-$175 With Magneto

First machine of its kind on the market—First to succeed on the road—First to impress the public with its quality and reliability of performance—First in the confidence and favor of riders and dealers everywhere.

For 35 Years Pope Quality Has Never Been Questioned

That the public was ready for a popular-priced motorcycle of the very highest quality, recent events have conclusively proved. The universal success of the Pope Motorcycle, resulting in the establishment of a new and widely recognized standard of quality and value, is pretty generally accepted to account directly or indirectly for much that has been happening of late in the motorcycle industry.

A New Standard of Quality and Value

Those dealers who waited to see what the Pope would do before closing contracts, are now fully convinced that the idea which prompted the production of the Pope Motorcycle, as well as its complete realization in the machine itself, are absolutely sound and worthy of recognition.

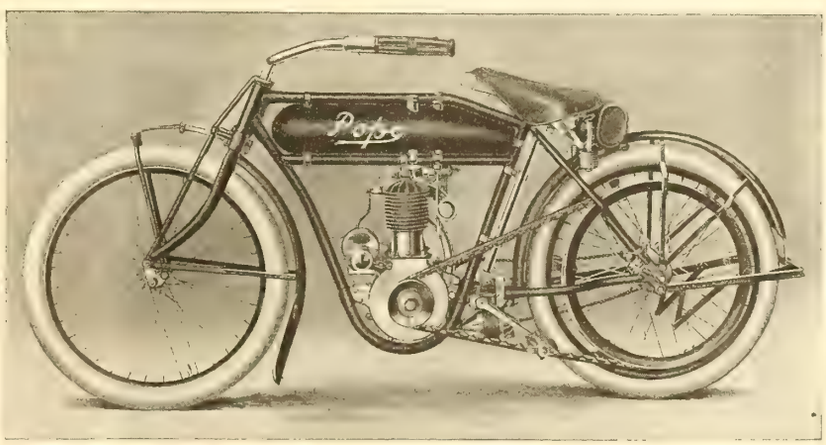
The Pope for Quality and Reliability

Part by part examination of the Pope Motorcycle in the light of recent events does not alter our former statement that for recreation or business where quality, reliability and continuous service count for more than anything else, this machine offers more real value than can be found in any machine at any price.

In material, construction, design, adjustment, equipment and finish, the Pope Motorcycle is strictly high-grade and can be compared only with the best. It merits your support and best efforts as a dealer, in preference to all other machines, and will reward you accordingly.

Write for Details Concerning 1912 Eclipse Free-Engine Pulley.

Don't Let This Opportunity to Handle Pope Motorcycles Slip By!



Write Today for Terms and Territory.

Pacific Coast Distributors of Pope Motorcycles:
F. P. KEENAN CO., Portland, Oregon, Northwestern Distributors
KIMBALL-UPSON CO., Sacramento, Northern California Distributors
C. L. SMITH, Los Angeles, Southern California Distributors

THE POPE MANUFACTURING CO., Hartford, Conn.

Fisk Bicycle Tires

Many Dealers Owe Their Success to Fisk Tires

Some of them don't hesitate to write and tell us so, giving as a reason that they never hear from a Fisk buyer except to be complimented on the service of the tires.

Fisk Bicycle Tires are used by such representative manufacturers of wheels as the Racycle, Pope, Snell, Emblem, Iver Johnson, Pierce and Yale and by so many individual riders, that there is brisk business everywhere they are sold.

DEALERS in Fisk Tires never find business dull. Write for particulars.

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS

Direct Factory Service in 30 Cities

IN OUR

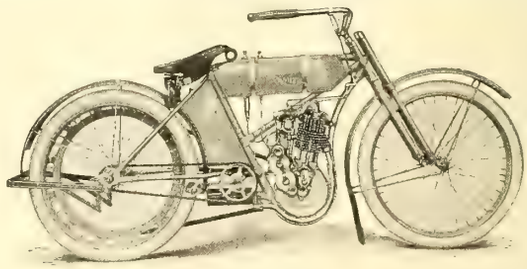
ANNOUNCEMENT

1912

Wagner Motorcycles

YOU'LL REMEMBER WE SAID—

"Value giving is, after all, the keynote of the WAGNER policy—the way and the means by which Wagner Motorcycles have maintained their leadership among 'the men who know.'"

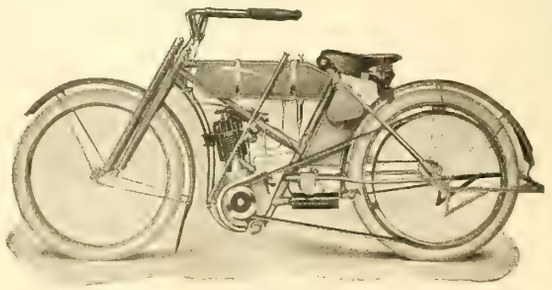


4-12 MODEL

As concrete evidence of the fact that the WAGNER policy of value-giving will be continued, note the following prices—

1912 MODELS

"4-12" Battery Ignition (With free-engine clutch)	$175
"4-12" Magneto Ignition (With free-engine clutch)	200
"M" Battery Ignition	160
"M" Magneto Ignition (With free-engine clutch)	185



MODEL "M"

A Live Proposition for a Live Wire

SEND FOR CATALOGUE

Wagner Motorcycle Company

ST. PAUL, MINN.



There's the Road and the Rider—

The Road with its numberless irregularities and the inevitable vibration which accrues—the Rider out for pleasure and enjoyment, and finding, oftentimes, discomfort through the absence of a perfect "go-between." And there's the

BROOKS B250—

a luxurious seat—a seat designed for Motor Cycles of the non-pedalling type, and

embodying the original and only genuine compound-spring—

the spring that absorbs vibration within itself yet, by its compensating action, eliminates entirely all tendency to bounce.

And that's the saddle to ensure the buyer's perfect comfort—the perfect "go-between"—the saddle you should offer every time.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, England

Distributing Agents for U. S. A., THE D. P. HARRIS HARDWARE CO., 48 Warren Street, New York

You are vitally interested in making the year of 1912 show even better results than 1911 has shown.

DAYTON BICYCLES FOR 1912

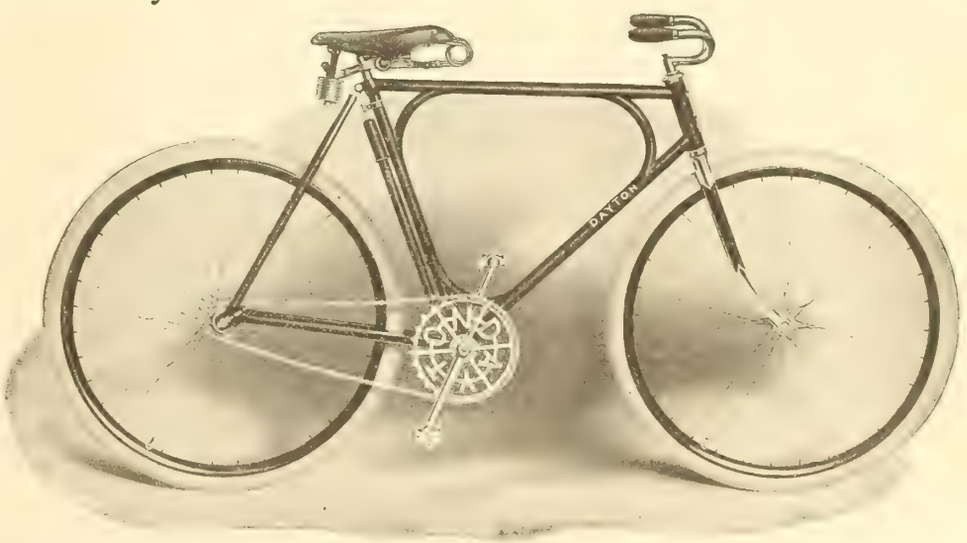
are too good to miss and offer you

Increased Sales
and
Increased Profits

The "Three Arched Truss" Roadster (Model 125) which is here shown is one of the new and exclusive features for 1912.

Other new features are also shown in our 1912 catalog which is now ready.

Write today for new catalog and full particulars regarding an exclusive agency.



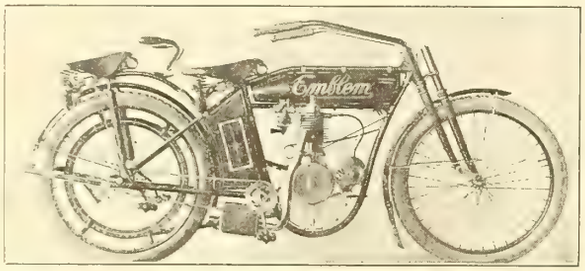
THE DAVIS SEWING MACHINE CO., Dayton, Ohio, U.S.A.

Are You Content With Skim Milk, or Do You Want the Cream?

If you are one of those wide-awake chaps who is not satisfied with tagging along behind the other fellow, you will have to offer a machine that has no come-backs. The 1912 buyers of motorcycles will demand a mount that not only is right in price, but that toes the mark in Design, Power and Speed.

THE SPLENDID 1912

Emblem Motorcycle



AND THE FAMOUS

Emblem Bicycles

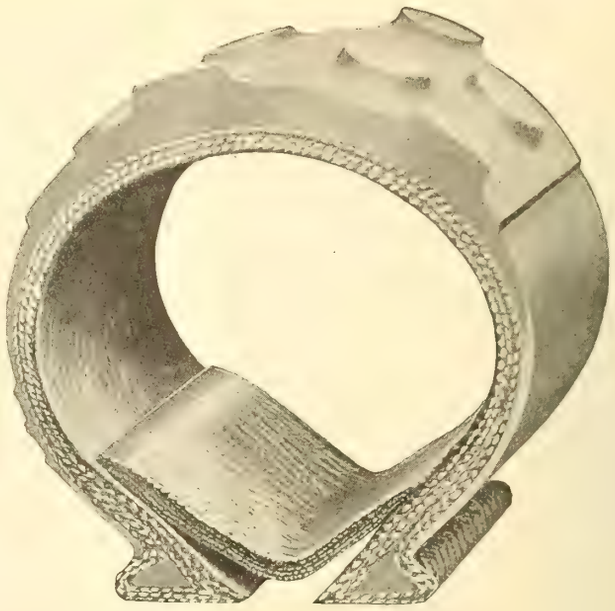
Offer you the opportunity to turn out of the rut and get on solid ground. The 1911 Emblem Motorcycle was as fast as any machine on the road; the 1912 is faster. The 1911 machine could climb any hill that any other motorcycle could, and many that others could not. The 1912 Emblem Motorcycle is a veritable dynamo of never-failing reserve power. Prices start at $175 and stop at $250. Nothing lower, nothing higher! If we are not represented in your territory write today for prices and territory.

Emblem Manufacturing Co.

Member M. M. A.

ANGOLA, Erie County, NEW YORK

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle
For the South—HENRY KEIDEL & CO., Baltimore, Md.



You all know the wear-resisting qualities of a good automobile tire—

Continental-Erie Motorcycle Tires

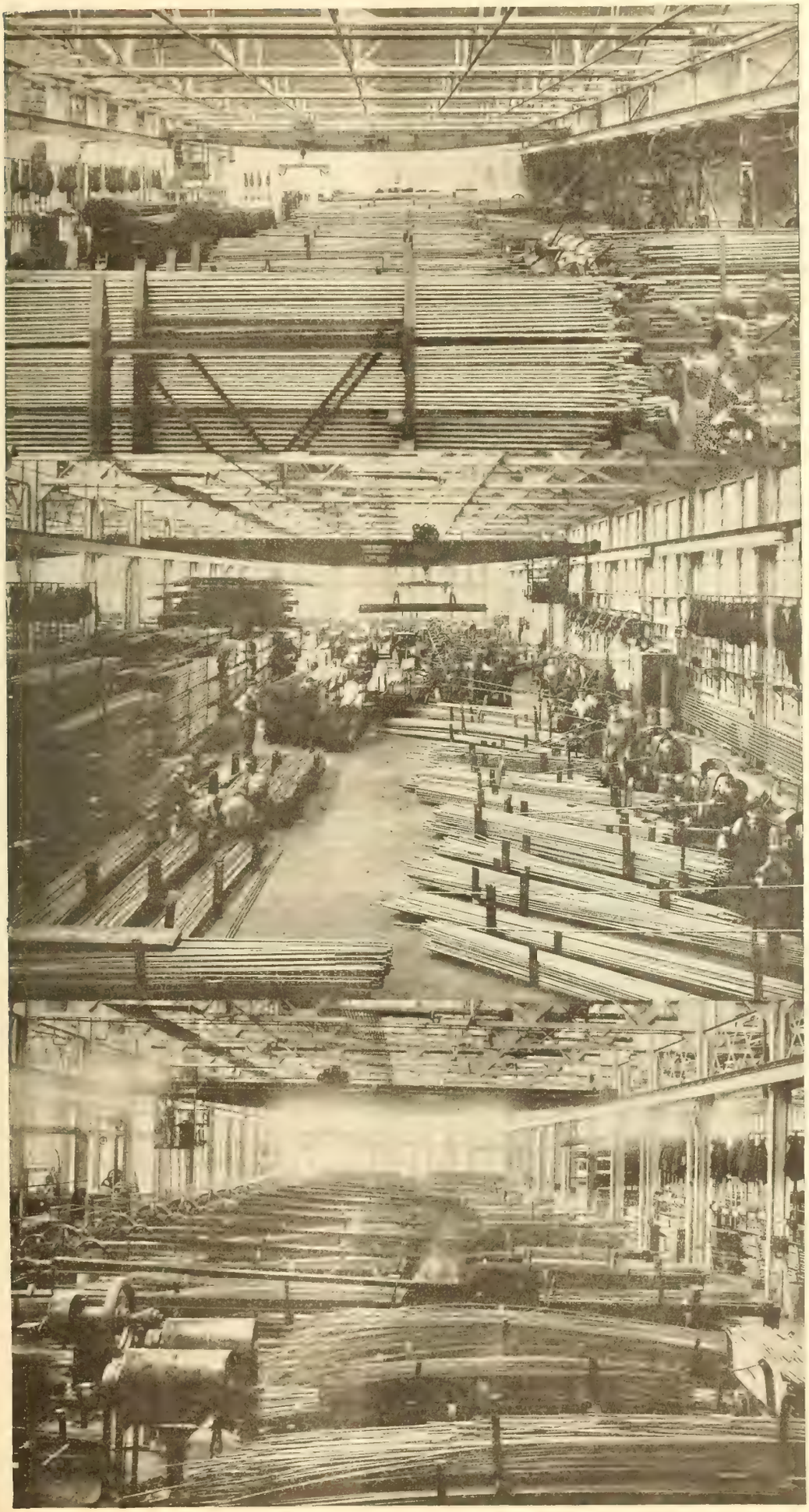
are constructed upon the same basic principles as high class automobile tires; their strength and toughness are unequalled. We manufacture only one style of tread as shown above. Every tire is thoroughly and critically tested before leaving our factory, insuring absolute satisfaction to the purchaser.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch—35 Murray Street
Chicago Branch—131 North Canal Street



150,000 Motorcycles

could be made from the tubing shown in these three photographs, which show over 700 miles of Standard Tubing in transit from one department to another. None of them is of our stock room which contains more tubing than is shown in all three photos.

The illustrations are not retouched and if you will look closely you can see in the lower view the blurred outlines of the draw bench operators who were moving continuously during the photographing of the scene.

This is to impress upon your mind the magnitude of the cycle industry and to illustrate if possible our statement that Standard Tubing is used in the construction of over 75 per cent of the cycles built in this country.

"STANDARD" TUBING

The Standard Welding Co.

CLEVELAND

New York
Chicago
Detroit

The Tale of a Motorcycle Tire

The Brief Story of a Wonderful Tire Achievement

One year ago, we began building motorcycle tires. Today our motorcycle tires stand without equal. All the leading motorcycle manufacturers have specified them for their 1912 output. In 1912, one out of every three motorcycles you see, will be equipped with Goodyear Tires. They raced their way to the top — hold all world's records in speed and endurance — offer motorcyclists greatest service at least expense. Specify — demand Goodyears.

These Leading Motorcycle Makers Have Specified Our Tires for Their 1912 Output:

Aurora Automatic Machinery Co., Thor.
Black Hawk Motor Co., Black Hawk.
Consolidated Mfg. Co., Yale.
Emblem Mfg. Co., Emblem.
Excelsior Supply Co., Excelsior.
Flanders Mfg. Co., Flanders.
Harley-Davidson Motor Co., Harley-Davidson.
Hendee Mfg. Co., Indian.
Miami Cycle & Mfg. Co., Merkel.
Minneapolis Motorcycle Company, Minneapolis.
Thiem Mfg. Co., Thiem.
Wagner Motorcycle Co., Wagner.

The Strongest Tires in the World and the Speediest

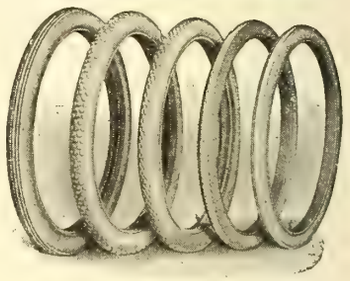
Goodyear Motorcycle Tires are built on tried-out principles proved correct by over 13 years' auto-tire building experience.

The tires were a success from the start. We had the equipment — the men — the enormous **purchase** power acquired through the manufacture of Goodyear No-Rim-Cut Automobile Tire - the most successful tire today.

What experimental work had to be done to perfect these top-notch Motorcycle Tires was **finished** before the tires were ever placed on the market. We did not ask the customer to share with us the expense of making them perfect. We did not sell our tires and base our improvements upon faults that the motorcyclist had to pay for.

Instead of that we **anticipated** every **need.** We built the tires with thicker tread to obviate the danger of punctures. We built them bigger than most others to take care of over loads. We built them by a process of our own that banished weak spots and blow-outs and gave the tires a uniform strength throughout the entire surface — moulded them, semi-cured, to exact duplicates of the rims to be fitted. And we built the tires of the best fabrics and the best rubber that money can buy because that is the Goodyear policy.

The Goodyear Quintette



A Tire for Every Road Condition

1—Goodyear Corrugated Tread Tires—for the average give and take road.

2—Goodyear Studded Tread Tires—for mud, sand, snow and ice travel.

3—Goodyear Non-Skid Tires—for use on slippery pavements.

4 & 5—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

GOODYEAR
Motorcycle Tires

So whether you are buying for yourself or specifying for others just bear in mind these vital facts:

That the Goodyear Trade Mark on the side of a tire is a **promissory note of maximum service**—

That in choosing these tires your good judgment is **confirmed** by the action of all the leading motorcycle makers who have **done likewise**—

That in spite of the guarantee of extra service Goodyear Motorcycle Tires cost **nothing extra.** The price is only what you would expect to pay for **any** standard make.

There's a Goodyear Tire for every road and every rim.

Our handsome booklet on Motorcycle Tires goes into details. It's yours for the asking.

Send for our Motorcycle Tire Book tonight.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(446)

THE
BICYCLING WORLD and MOTOR CYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, December 9, 1911. No. 12

TRADESMEN'S WINTER MEETING

Motorcycle Makers, Cycle Parts and Accessories Association, and Cycle Jobbers to Assemble in New York.

The annual meetings of the Cycle Parts and Accessories Association, also of the National Association of Cycle Jobbers, will be held Thursday, January 11, 1912, at 10 o'clock in the morning, at the Hotel Astor, New York City. This is during the first week of the automobile show, and also the week in which the motorcycle manufacturers will exhibit at Madison Square Garden. Jobbers from all over the country will attend, and there promises to be a large gathering at both of these meetings.

Wednesday, January 10, at two o'clock in the afternoon, there will be meetings of the executive committee of the National Association of Cycle Jobbers, also a joint meeting of the Jobbers and Parts Association committee, at the Hotel Astor.

The Motorcycle Manufacturers' Association will also hold its meeting Thursday, January 11, at the Hotel Astor.

Immediately after these meetings the Cycle Parts and Accessories Association will give a luncheon to the members of the Jobbers' Association, and also to the bicycle and motorcycle manufacturers.

Pennsy May Have Another Factory.

Waynesboro, Pa., may have a real motorcycle factory soon, with inky black smoke pouring from a stack, and a whistle, and a railroad siding, and all the other frills and ruffles which a well ordered motorcycle plant should have. This new infant industry will be hatched if the good citizens of Waynesboro, citizens of other places also are invited, will come forward with enough of the genuine lucre from the Bureau of Printing and Engraving, Washington, D. C., to form a company to manufacture the motorcycle.

M. F. Jurick, a European mechanic, now of Reading, Pa., is the inventor of the machine. He and his associates, Paul K. Leinbach and Lewis Beon, have been wooing the Waynesboro board of trade for several months. Sketches were submitted, and the proposition outlined, and things now are beginning to boil in the business kettle. Jurick, is said to have had long experience with gasoline motors.

His creation is said to be radically different from present day motorcyclists. The frame is an open one, being equally suited for men or women. It will have a free engine device, a two-speed gear, and hand and foot starting mechanism for the motor. New types of front fork and wheels also are used. The price, it is stated, will be on a par, with present listings, and possibly lower.

Tichenor Joins Iver Johnson Forces.

J. Ford Tichenor, for several years manager of the general sporting goods, bicycle and motorcycle business of C. B. Vaughan, Paterson, N. J., has been appointed to a position in like capacity with the Iver Johnson's Arms and Cycle Works at the New York City headquarters of the Fitchburg concern, succeeding C. G. Moore who recently resigned to enter the retail trade in another line. Buckingham will continue as assistant manager and in charge of the mechanical department.

Adams, Mass., Also Looks Likely.

Prospective manufacturers of a $175 motorcycle are flirting with the good citizens of Adams, Mass. It is understood that the company already is organized, and is debating on a suitable building for its factory. Interests connected with the Siro Carbureter Co., of Springfield Mass., are believed to be back of the project, for that concern also has about decided to move to Adams, and a Siro corbureter will be used.

AMERICAN AND FOREIGN TIRES

Vice-Pres't. Butler of U. S. Tire Co. Says European Makers Have Nothing on Us—Good Highways Needed.

After a two month's sojourn in Europe during which he visited England, Scotland, France and Germany, C. J. Butler, vice-president of the United States Tire Company, has returned to Detroit, and feels well satisfied with trade conditions. Mr. Butler's trip was ostensibly for pleasure and recreation, yet he took occasion while traveling to familiarize himself with the industry abroad. Through a process of comparison between the best Europe is able to produce in the way of tires and other accessories, and the highest standards prevailing in this country, he came home convinced that American manufacturers have cause to feel proud of their accomplishments.

"But," said Mr. Butler, in commenting on his trip, "I'll have to admit that they have it on us in the matter of roads. We toured something like 1,800 miles, and in all that distance I don't recall a single stretch of road that could be called bad. In fact, their highways were a revelation to me, although I had heard a great deal about them before going over.

"For a long time I have been greatly interested in the good roads movement, particularly in the State of Michigan, so naturally the universal excellence of the highways over there appealed to me very strongly. Of course the old countries have had hundreds of years the start of us in road building, so comparison of American and European highways does not reflect any discredit upon us. Furthermore the popularity of motoring in this country is bound to bring about uniformly improved road conditions in time. This is the only

way to make the United States a touring field compared with Europe. It is a proposition that is worth pegging away at with unceasing persistency.

"European rubber manufacturers do things in a very thorough manner, but I fail to see wherein their methods excel our in any important particular. In the matter of equipment our factories rank with theirs in every way, and in many instances we employ machinery to great advantage over their hand labor, and our output is many times greater than they can lay claim to. So far as pneumatic tires are concerned they certainly do not build them any better in Europe than we do in America. I am sure if you would run European tires over the roads in this country they would not show anywhere near the mileage our tires yield.

"All things considered, I came home thoroughly convinced that American manufacturers have very little to learn from the producers of Europe."

Space Allotments for the Chicago Show.

F. J. Weschler, chairman of the Motorcycle Manufacturers' Association show committee, has announced the space allotment for the exhibitors in the motorcycle section at the Chicago automobile show, which will be held in the Coliseum and First Regiment Armory, February 3-10, inclusive. This year the motorcycles will be exhibited during the first week of the show in company with pleasure cars. The exhibitors, their space numbers, and their locations are shown on the accompanying diagram of the motorcycle section:

Minneapolis Motorcycle Co..... 79
Flanders Mfg. Co..... 80-81
Aurora Automatic Machinery Co... 94-95
Bicycling World Co..... 96
Hawthorne Mfg. Co..... 113
Henderson Motorcycle Co..... 114
Nathan Novelty Mfg. Co..... 117
Harley-Davidson Motor Co.....124-126
Consolidated Mfg. Co.....127-129
Wagner Motorcycle Co..... 130
Excelsior Supply Co.....131-132
Reading Standard Co.....133-135
Hendee Mfg. Co.....136-139
Motorcycle Publishing Co..... 140
Motorcycling 141
New Era Autocycle Co..... 142-144
Pope Mfg. Co.....145-146
Emblem Mfg. Co.....147-150
Pierce Cycle Co.....151-152
Miami Cycle & Mfg. Co.....153-155

Hendee Opens Branch in Denver.

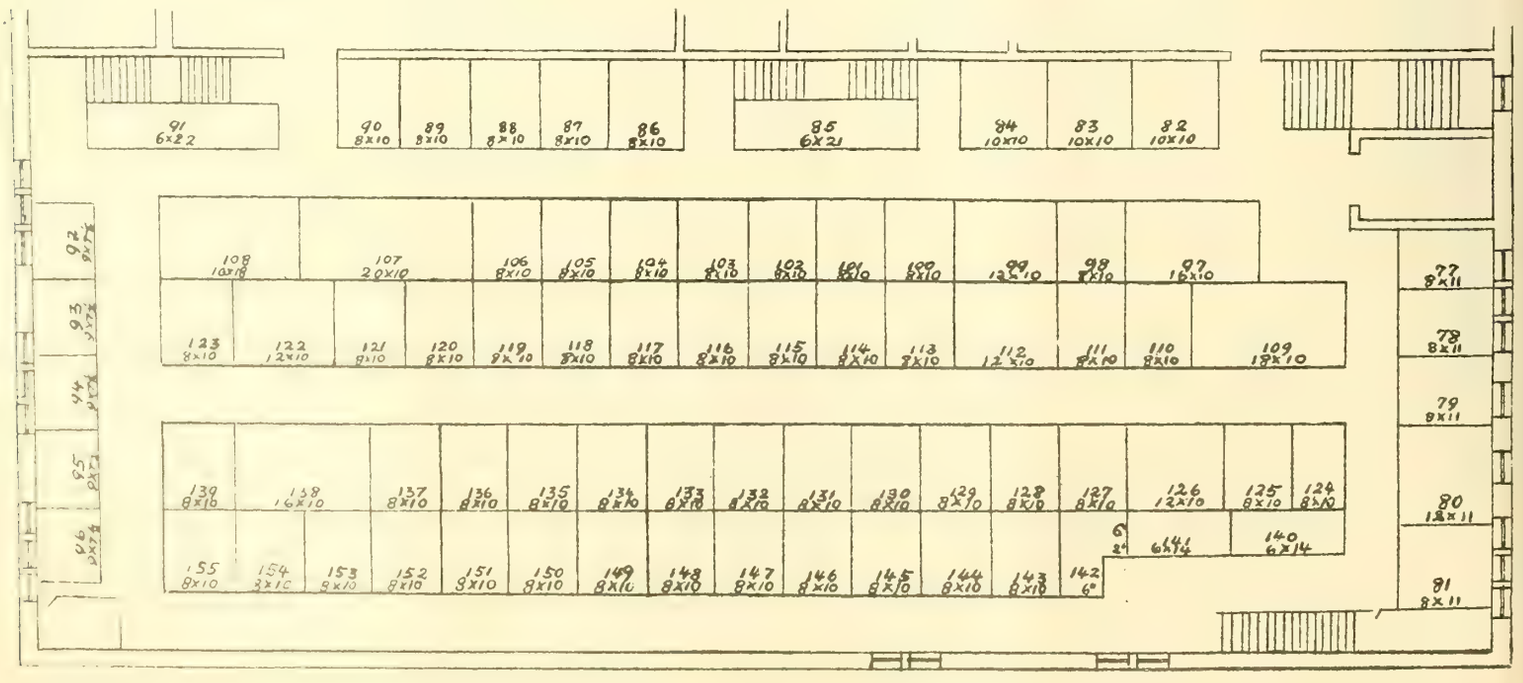
The Hendee Mfg. Co., Springfield, Mass., announces the opening of a branch house in Denver, Colo., at 138 Sixteenth street. W. E. Johnson, long on the Hendee staff, will be manager. In addition to serving local trade, the new establishment also will take care of the requirements of the states of Colorado, western Kansas, southern Wyoming, New Mexico, Nebraska and Arizona. Stock and service facilities will be maintained at the usual Indian branch standard. This will make the third American branch which the Hendee company has established, the others being located in Chicago and San Francisco.

Brazenor Now Harley-Davidson Agent.

Robert Brazenor, formerly of the firm of Brazenor & Rudeman, has been appointed representative for the Harley-Davidson motorcycle for Brooklyn, N. Y., and has opened a large store at 1507 Bushwick avenue, where, in addition to handling the Harley-Davidson exclusively, he will also carry a full line of parts and accessories. He is prepared for a heavy season's trade.

"H-D" Service Depot for New England.

Better to develop and take care of its New England trade, the Harley-Davidson Motor Co., Milwaukee, Wis., has established a service depot at Danvers, Mass. It will be in charge of W. J. Walker, a prominent dealer who is a veteran of the bicycle business and a pioneer in the handling of motorcycles. Walker, who some months ago took over the Crouch Motor Co., when that concern wound up its affairs, and therefore is peculiarly well fitted for the berth, knows the New England trade as few dealers do. In no sense will the depot be a branch, but purely a distributing station, to give dealers and owners in that territory factory service at short range. Large stocks of machines and parts will be carried, so that orders can be filled at short notice, and all New England business henceforth will be handled by the depot instead of the factory. In fact the intention is to eliminate the New England territory from the factory sales organization absolutely. Walker will keep in close touch with his trade, the geographical arrangement of New England being so advantageously situated as to permit of any or all States being visited in a day. In the summer Walker will cover the district by motorcycle, of course. It is understood that the prime reason for the locating of the depot is to overcome the New England prejudice to Western machines on the ground that the factories are located too far away to give good service on deliveries and parts. Under the new arrangement the Harley-Davidson plant is brought to Danvers insofar as service is concerned. It is the first time such a selling plan has been tried in the motorcycle industry, and the outcome will be watched with interest.



CHICAGO · NATIONAL · AUTOMOBILE · SHOW
2ND FLOOR ANNEX



NEW FACTORY OF FEDERAL RUBBER MFG. CO., CUDAHY, WIS.

Federal Now Housed in New Home.

Possession has been taken by the Federal Rubber Mfg. Co., Milwaukee, Wis., of the newly remodeled plant formerly operated by the Federal Rubber Co., at Cudahy, a suburb of Milwaukee. Immediately after acquiring the plant last July the new owners immediately turned it over to the contractors for remodeling and enlargement. In its present state the new factory is claimed to be one of the best equipped tire plants in the country, and that it has a capacity of 1,000,000 tires a year, a large part of which will be motorcycle and bicycle products.

In its executive staff, the Federal Company is well equipped with experienced tire men, the administration heads formerly having occupied positions with the G. & J. Tire Co., Indianapolis, Ind., similar to those which they at present hold. The officers of the Federal Rubber Mfg. Co., are as follows: Byron C. Dowse, president; Herbert A. Githens, vice-president and sales manager; Richard Ward, secretary-treasurer.

Many New Harley-Davidson Dealers.

The following recent additions have been made to the list of Harley-Davidson motorcycle dealers: Arcade Cycle Exchange, Minneapolis, Minn.; Ira R. Alberts, Waterloo, Iowa; A. E. Bakeman, St. Cloud, Minn.; Baker-Ossman, Concordia, Kansas; G. A. Beard & Co., Evansville, Ind.; Bedford Road Garage, Schenectady, N. Y.; Z. L. Bedford, Lima, O.; D. W. Behn, Pontiac, Mich.; Barry & Richards, Kansas City, Mo.; Bischoff & Alof, Holland, Mich.; Bruce & Lawrence, Wooster, Ohio; M. Canutson, Saginaw, Mich.; S. S. Carroll, Jr., & Co., Hartford City, Ind.; B. Castle Co., Atlanta, Ga.; City Bi. Hospital, Portland, Ore.; R. J. Cowen, Mechanicsville, N. Y.; Druid Bros., Danville, Kans.; Allentown Motorcycle Co., Allentown, Pa.; Gordon Bent Co., Green Bay, Wis.; George S. Burroughs, Fond du Lac, Wis.; D. K. DeLong, Chillicothe, O.; Harry L. Dipple, Indianapolis, Ind.; C. C. Donahue, Pittsburgh, Pa.; Drouhard Motorcycle Co., Wichita, Kan.; Elmira Arms Co., Elmira, N. Y.; A. F. Ferriss, Utica, N. Y.; Hagedorn & Webster, South Bend, Ind.; J. W. Harper, Miami, Fla.; P. I. Haynes & Co., Columbus, O.; A. S. Hitchcock, Toledo, O.

Henderson Sales Manager of Detroit Co.

T. W. Henderson has resigned from the Detroit Branch of the Winton Car Company, to take effect on January 1, and will take the position of sales manager of the Henderson Motorcycle Company, Detroit.

McClean Toronto Haverford Agent.

Toronto, Ont., Dec. 7.—Alex. McClean, local agent for Marvel motorcycles, has added the Haverford, and will push both lines hereafter.

WHO ARE SECOND-HAND DEALERS

Status of Motorcycle Dealers Who Handle Used Machines to Be Defined by the Courts.

The Corporation Counsel's office of New York City is using a number of special officers to canvass all motorcycle dealers of the city to ascertain whether they deal in second-hand machines. Upon an affirmative answer to this question the dealer is asked if he has a license and if not, he is summoned before a magistrate, to show cause why he has not a license, or pay a fine of $50, or be imprisoned for ten days, or both. According to Mark Eisner, counsel for the Motorcycle Dealers' Association of Greater New York, the ordinance under which these officers are working is as follows:

"Anyone dealing in the purchase or sale of second-hand furniture, metal, clothes, and other articles shall be deemed to be a dealer in second-hand articles, and every such dealer in second-hand articles shall give a bond to the City of New York in the penal sum of $100."

Offering an opinion on this matter, Counsellor Eisner states that this ordinance applies to such persons as are in the second-hand business as a business, and not to such as only do an occasional trade as incident to their regular business. Mr. Eisner further states that a similar ordinance in Chicago has been so construed by the Supreme Court of Illinois. H. A. Gliesman, of the New York Motorcycle Company, and president of the Motorcycle Dealers' Association of Greater New York, has been summoned and his case will come up for decision on Monday, December 12, Mr. Gliesman's will be a test case.

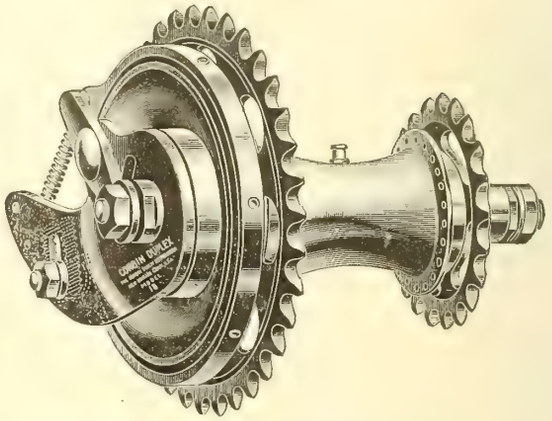


GEORGE PULS, A HARLEY-DAVIDSON LIVE WIRE

CORBIN
Two-Speed Coaster Brakes

—and just why they should be the first thought of when choosing

For Motorcycles and Bicycles



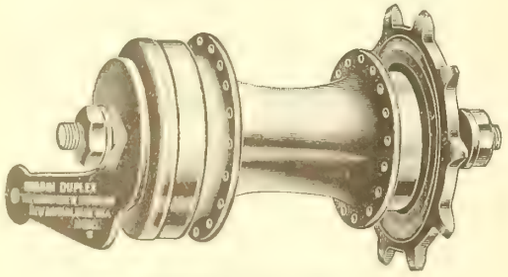
Corbin Two-Speed Coaster Brake for Motorcycles—Chain or Belt Drive

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Corbin Two-Speed Coaster Brakes can be run either backward or forward. There are no shifting levers, and the hub may be used simply as a coaster brake by removing the high speed clutch.

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For sale by leading Jobbers and Dealers everywhere. Specify CORBIN.

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New Britain, Conn.

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NEW YORK, DECEMBER 9, 1911.

A Word to the Six-Day "Fans."

It is conservatively estimated that 100,000 people will attend the six-day race which starts to-night for probably the last time in Madison Square Garden, New York. Every one of these one hundred thousand are interested in cycling as a sport or they would not be interested in the six day race, and every one of these hundred thousand people are more or less patriotic. As reported more fully on another page, the United Cyclists, a new, most progressive and fast becoming an organization of national scope, is arranging to send the twelve best amateur bicycle riders of this country to represent America in the two hundred mile road race to be run in connection with the Olympic games, in Stockholm, Sweden, next July.

The riders who will be sent will not be selected for popularity or for past performances, but will be the winners of elimination races, similar to the event for which they are trying, and held in all parts of the country with finals probably in New York, and the assertion that the team picked will be made up of the twelve best riders of the country is true in every respect.

For the expenses of this team, transportation, accommodations abroad, etc., a fund of about $4,500 has to be secured, and secured quickly—for the United Cyclists must know by January whether or not they can send a team of bicycle riders. These elimination and final races that will be held in all parts of the country will be by far the greatest events ever held in the history of American cycling. Every one that is at all interested in cycling will want to see these contests and the winners who will represent this great sports loving country in the race against representatives from other nations.

First, you are interested in the sport of cycling, or you would not be interested in the six day race, and being interested, you should be willing to do your share toward having American bicycle riders declared the best in the world by winning this great road race—the world's greatest cycling event, and secondly, every one is more or less patriotic, and would like to see the American flag lead the way across the tape, not only in the bicycle race but in every other event connected with the Olympic games, so that the supremacy of the American athlete over the athlete of every nation will be acclaimed.

Of course, if every one of the hundred thousand who will attend the six day race could be reached and would read these columns and then each contribute but a few cents apiece the necessary fund would be raised in a few days, but this is impossible. Every one who does read these columns should respond to the appeal of the American Olympic Bicycle Race committee at once and send to R. F. Kelsey, who is chairman of the Board of Control of the National Cycling Association and also treasurer of the American Olympic Bicycle Race Fund, a contribution of twenty-five, ten, five, or one dollar, according to their means and their love for the sport and their patriotism. Don't put it off and say that you will do it later, but send in what you can to-day. Every one who is truly interested in the sport and has the slightest pariotism will contribute something to this fund and do it now, so that the committee can assure the General Olympic Committee that twelve Yankee bicycle riders will carry Old Glory across the tape first in the Olympic Road Race. Prove your sportsmanship and prove your patriotism by sending in your contribution to-day to the treasurer of the fund, 914 Tribune building, New York City.

The Story the Speedometer Tells.

Is the speedometer waning in popularity among motorcyclists? Perhaps the sales records would deny the insinuation, but somehow, it seems that there are less instruments in use now than there were some months ago. At a recent race meet, in a count of 342 machines there were 19 equipped with speedometers. Evidently the other 323 riders regarded the speedometer as a luxury that very well could be dispensed with. And yet, next to a horn and a lamp, a speedometer seems to be the most desirable accessory that can be invested in by the motorcyclist.

Practically all motorcyclists regard a speedometer as purely a speed indicator, but in reality it is much more. Here are some of the things a good speedometer will tell, and in the telling enable the rider to keep down the maintenance cost of his machine, and at the same time have it run sweetly and smoothly. It will tell how many miles to the gallon and to the tankful of gasoline the machine will run on an average. If the consumption increases the speedometer will show it. Similarly with oil, with chains, with belts, with tires. The latter is especially important, for if a tire does not give its normal mileage, and its actual service is checked by speedometer, it is much easier to secure an equitabel adjustment from the tire companies, than if the mileage is merely guessed at

Every so many miles the crank case should be drained of old oil, washed out with kerosene, and charged with fresh oil. Every so many miles axle and fork grease cups should be screwed down a quarter turn or so. Every so many miles the chains should be washed in kerosene, and lubricated. Every so many miles the two-speed gear box should be flushed and charged with fresh lubricant. And so on. Little and often and regularly is the first commandment in lubrication, and the only way to keep it is by the aid of a speedometer.

With spark and throttle grips or levers in certain positions, the machine under normal conditions will show a certain speed. If the speed drops below the average with other conditions normal the speedometer will show it.



December 11-16, New York City, N. Y.—Madison Square Garden—Nineteenth annual international six days' professional bicycle race.

December 16, Brooklyn, N. Y.—First annual smoker-stag of the Atlas Bicycle Club at Stoetzer's Hall, 1213 Fulton street.

December 16, New York City—Fall athletic games, Fourteenth Infantry Athletic Association, at Armory, Eighth avenue and Fifteenth street, Brooklyn. Open bicycle event, two miles handicap, N. C. A. sanction.

December 31, Brooklyn, N. Y.—Annual New Year's Eve midnight scorch from Bedford Rest to Coney Island and return.

January 1, Buffalo, N. Y.—65th Infantry A. A., Arsenal, bicycle races and athletic games.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 10, New York City — Hotel Astor, 2 P. M., meeting of Executive Committees of the Cycle Jobbers' Association and Joint Committee of Cycle Jobbers' and Cycle Parts and Accessories Association, followed by a luncheon tendered the Jobbers', Bicycle and Motorcycle Manufacturers, by the Cycle Parts and Accessories Association.

January 10, New York City—Banquet of United Cyclists to manufacturers and visiting bicyclists and motorcyclists at Hotel Earlington.

January 11, Hotel Astor, New York City—Meeting of the Motorcycle Manufacturers' Association.

January 11, New York City — Hotel Astor, 2 P. M., joint meeting of Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association and Cycle Jobbers' Association.

January 13, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue and 42d street.

January 13-27, Philadelphia—Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

February 3, New York City—Company "K," 22d Regiment and Morningside Athletic Club, bicycle races and athletic games.

February 3-10, Chicago, Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

New Number Plates for Maine.

Like the zebra Maine has changed its stripes for 1912. Not its convict stripes but the colors of its motorcycle number plates to be exact. In doing so the secretary of (the Pine Tree) State has paid a delicate compliment to the F. A. M. by adopting its colors, blue and yellow. The new numbers will be of raised blue enamel on a yellow field. Down Easters have not indulged in motorcycles very strong as yet, so the s. o. s. thinks that the supply of 999 plates which he has ordered will be enough to supply the demand and some then. Private owners numbers will start at A1 and dealers at B1. For the benefit of those who have forgotten their "jography" the s. o. s. is located in the State capitol at Augusta.

Club Pass Resolutions Against Cut-Out.

The resolutions suggested by the Bicycling World and Motorcycle Review against the use of the muffler cut-out on motorcycles was recently passed unanimously by the motorcycle clubs in Erie, Pa., Salina, Kan., and Louisville, Ky. The Erie Club intends to fine a member $10 for using the cut-out upon a first offense, and provides for a dismissal for a repetition. The Salina resolutions call for a fine.

Accident Insurance for Motorcycle Police.

Minnesota motorcyclists won't have to register or take out new license tags for three years hereafter. A new law goes into effect January 1, by which annual registration is abolished and the registration period extended to the term mentioned.

CONNECTICUT LICENSES DOUBLED

Thrifty Nutmeg State Legislature Wants More Money from Motorcyclists—Must Carry Two Markers.

Connecticut motorcyclists will have to pay more for registration and carry larger number plates in 1912, in accordance with the motor vehicle law passed at the last session of the General Assembly this year. Registration has been raised from $1 to $2, and the number plates will be furnished by the State without extra cost other than express charges.

Secretary of State Rogers is sending out the following circular to motorcyclists:

All registrations of motorcycles for the year 1912 will be numbered consecutively from "one" upwards. Numbers will be assigned to each owner in the order in which applications are received at this office, regardless of the number that has previously been carried on the motorcycle.

The motor vehicle law passed by the General Assembly of 1911, provides for an annual registration fee of two dollars ($2) pro rated after the last day of March of each year, and also provides that the secretary shall furnish one set of markers with each registration, such markers to be carried, one on the front, the other on the rear of each motorcycle, horizontally, and so fastened as not to swing.

Heretofore riders have been required to carry but one number, to be furnished by themselves, and to be placed anywhere on a motorcycle.

Section 4 of the motorcycle law, regarding size of motorcycle numbers, reads as follows: "The figures of the register number on motorcycle number plates shall be 2½ inches high, each stroke ⅜ of an inch wide, and each digit shall occupy a space not less than 2 inches in width."

With the announcement of the new motorcycle regulations of the Connecticut motor vehicle law for 1912, it is pertinent to ask what were the F. A. M. State and local commissioners, the local dealers and riders doing when this measure went through. Registration fees have been doubled, and hereafter motorcyclists will have to carry larger number plates, and two instead of one, and pay express charges on them when shipped.

Registration of Motorcyclists Abolished.

Members of the Dayton (O.) motorcycle police squad are discussing the outlook for a benevolent society. There are 14 men in the motorcycle brigade and they maintain that as they are more exposed to illness or injury than the ordinary "pavement pounder," they should protect themselves against such misfortune by creating a fund to be used to aid any of their number who may become disabled while on duty.

PROGRESS SHOWN AT BRITISH MOTORCYCLE OLYMPIA

Big London Exhibition Replete With New and Advanced Features—American Type Chain Drive and Two-Speed Makes Big Gains—Foot and Hand Starters Plentiful—Standardization General.

London, Eng., Nov. 24.—It is not to be denied that the second annual British motorcycle exhibition at Olympia is a great success. The large daily attendance affords ample evidence of the ever increasing public interest in motorcycles. After a careful survey of the show the visitor is impressed with the fact that design, construction and finish show a higher expression than ever before, and also that the improvements and new features are born of practical riding experience and not of untried drafting room theories.

In motor design no radical changes are apparent. In the single cylinder class the 3½ horsepower size is predominant, and for higher powers the V twin is employed. It is almost a unanimous verdict among makers that for sidecar work the twin is indispensable. Lubricating systems show marked improvement, and in quite a few instances the decompressor is introduced to render starting easier. There is a slight but growing tendency to lead the oil to bearings through hollowed passages, particularly in the main and crank shafts and the wristpin.

This centrifugal system has much in its favor and is used on the two-cycle Levis and on the Excelsior. A mechanical oil pump is used on the Veloce lightweight. In the new Wartnaby-Draper motor, the lubricating system is patterned closely after motor car practice. A sump is cast in the lower part of the crankcase, which feeds a gear pump that forces oil to all the bearings, including the little end of the connecting rod.

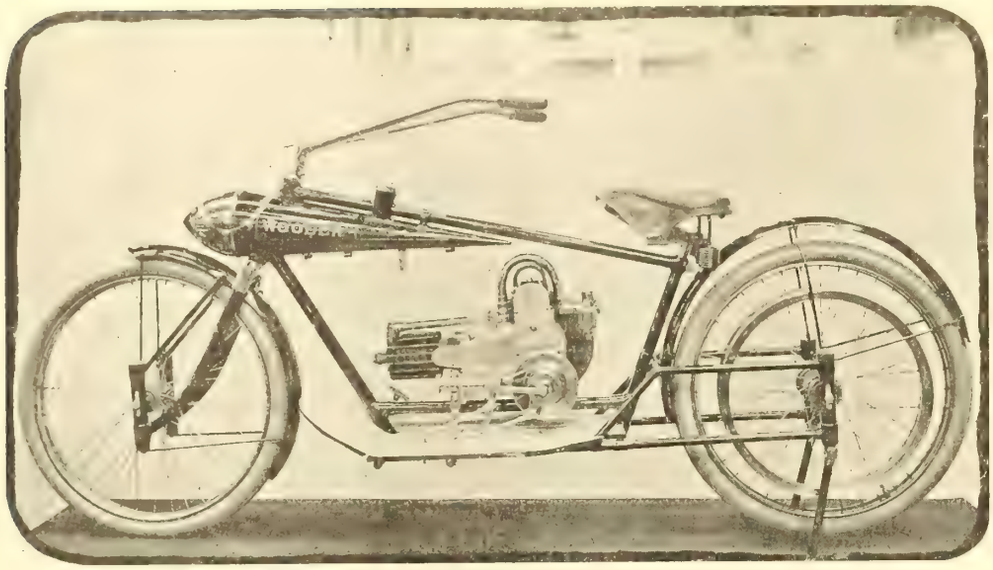
Of course, four-cycle motors are overwhelmingly in the majority, although the two-cycle is well represented. In the latter class is the well-known water-cooled Scott, the Levis, and two British built newcomers, the Stuart and Wooler. Cylinder and crankcase castings run very smooth as a rule, but in several cases the cooling flanges are drawn so fine that, by the very nature of their brittleness they must chip off easily when subjected to much impact.

With very few exceptions flywheels are enclosed, and the ball bearing crankshaft is almost universal. Likewise air cooling continues in general favor, but there are a few water coolers. For example, the Coventry Rex people have brought out a four-horsepower single with thermo-siphon water cooling. Thermo-siphon sounds terrifying to the uninitiated, but in ordinary language it means natural water circulation as distinguished from the pump system, which is forced.

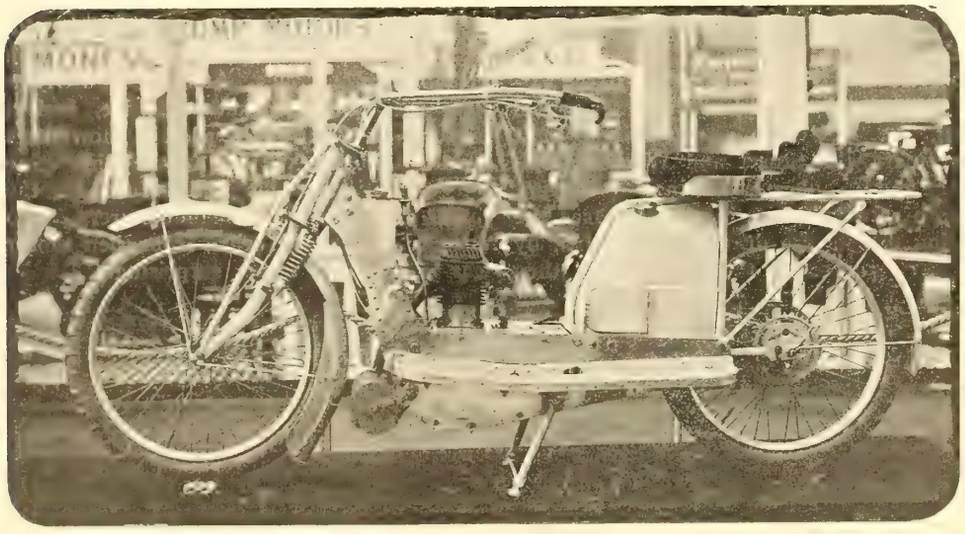
Although the slide valve is gaining with automobile constructors, it is retrograding in motorcycle circles. At last year's Olympia, the Corah, a new machine, had a rotary valve, but at the present show there is not a single exponent of the slide valve on exhibition. This indifference on the part of motorcycle manufacturers, who usually are keen to learn from their motor car brethren, is rather surprising.



LOOKING FROM THE GALLERY ON BRITAIN'S BIG CYCLE AND MOTORCYCLE SHOW



WOOLER TWO-CYCLE WITH SPRING FRAME AND SPEED LINE TANK



SWAN SHEET STEEL OPEN FRAME WITH BOXED POWER PLANT



AUTOTRIX "AFFINITY" CAR WITH 8 H. P. MOTOR AND THREE SPEED GEAR

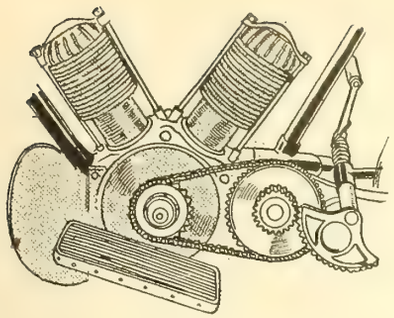
In the twin-cylinder class the only maker who refuses to flock with the V brigade and strikes out for himself in arranging his cylinders, is the French Alcyon. It has its cylinders cast vertically in a pair and set transversely in the frame. As usual, the F. N. has the four-cylinder field to itself. It is rather curious to note that in America the four-cylinder type has several advocates. Last year the British built Wilkinson four-cylinder was exhibited, but it is missing this year. It was rated at seven horsepower, and there are rumors that it will be water-cooled for 1912.

Float feed carbureters are on the top wave of popularity, and honors are practically monopolized by two makes, Brown and Barlow, and Amac. These devices owe their popularity to their simplicity and compactness. Save for the new scent-spray type there is nothing strikingly new in the carbureter field.

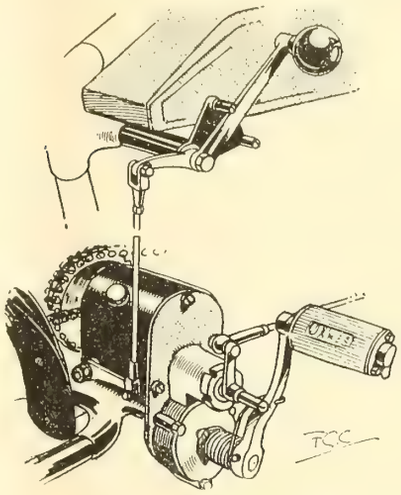
In choice of transmission, the belt has a big lead. However, the success of the chain-driven American Indian, with its sliding clutch two speed cradled in the bottom bracket, draws its followers from such well known British makers as Triumph, Singer, James, A. J. S. and Douglas. This seems like an ideal location of the gear set. It certainly imparts greater strength to the frame, and also leaves the rear wheel easily accessible. Nearly all of the chain driven machines are provided with starters, so that the motors may be turned over with the rear wheel on the road.

The Scott, Royal Enfield, Clyno and Phelon & Moore are good examples of the double chain drive with expanding clutches. Detachable starting cranks are seen on one or two machines. One of the noteworthy innovations is the rubber cushion rear drive sprocket on the Royal Enfield. A series of rubber blocks are set in the middle of the sprocket to absorb the shocks from the motor. Few of the direct drive machines but incorporate a free engine device. Also there are a very respectable number of two and three speed gear models. Sliding gear and individual clutch transmissions are the favorites.

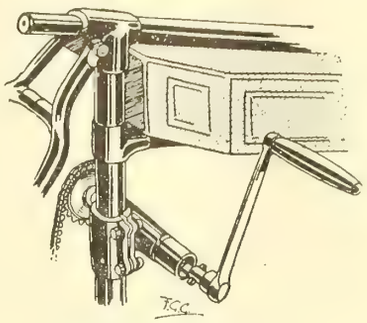
In number of speeds there is no standard as yet. The new chain drive Clyno has four speeds. For the large increase in chain drives the Indian may be said to be chiefly responsible. It has remained for the Dallison, which is making its debut, to offer the greatest innovation in transmission. It has what may be termed a lantern pinion and peg disk drive, which gives five forward speeds and a similar number of reverse ratios. The teeth in the lantern pinion, which, as usual, is movable across the face of the peg disk, are capable of being withdrawn into the shell which houses them, and the final drive is through a side propeller shaft to an overhead worm and worm wheel on the rear axle. It is a plausible invention, but by reason of its delicate and complex nature, not to men-



Gear and Segment Foot Starter on A. J. S.



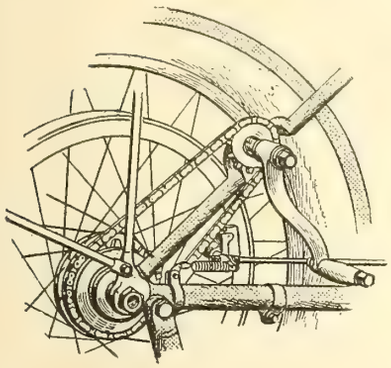
Two-Speed and Foot Starter on James



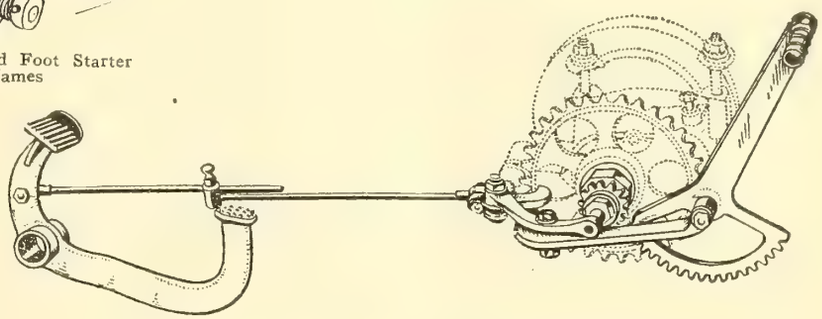
Enfield Hand Starter on Seat Mast Tube



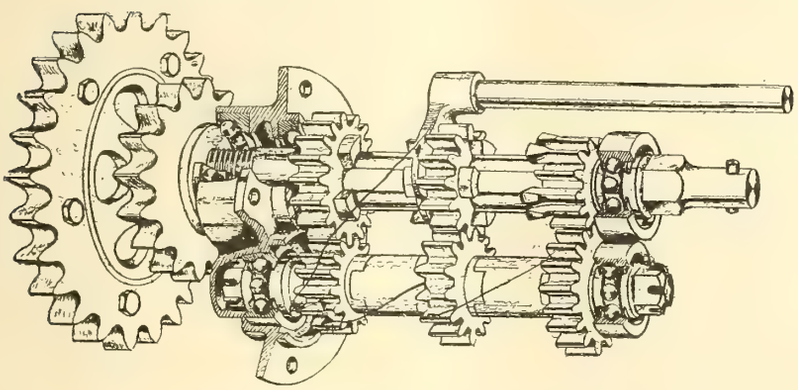
Hunt Spark Plug With Weather Jacket



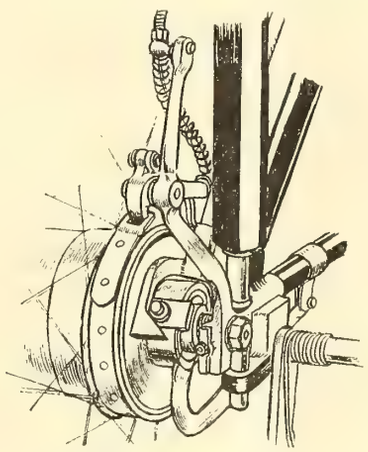
Rex Hand Starter



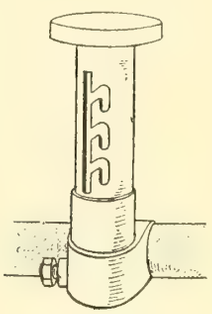
Douglas Foot Starter and Double-Acting Clutch Pedal



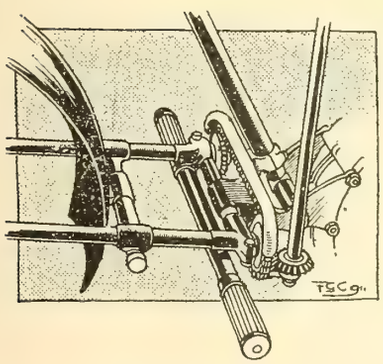
Chater-Lea Three-Speed Gear and Shifter Rod



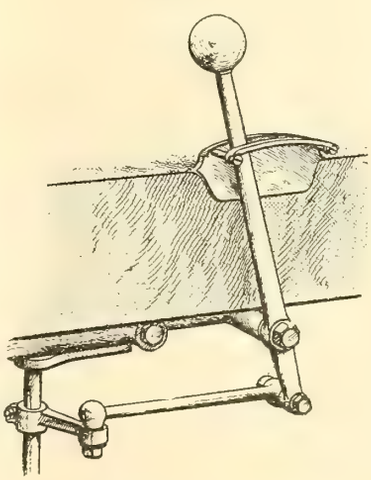
Puch Two-Speed and Clutch on Rear Hub



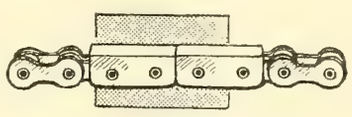
Clyno Variable Length Stand



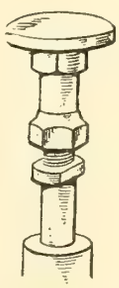
Zenith-Gradua Gear Shift Mechanism



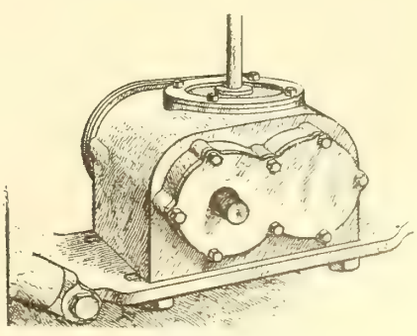
Bat Change Gear Sector, Lever and Rods



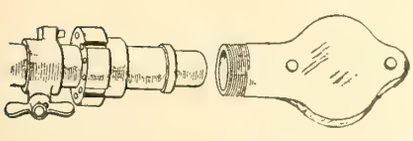
XL'All Snap-on Chain Dust Covers



Hudson Adjustable Valve Tappet



Bat Slidable Gear Box to Take Up Chain Stretch

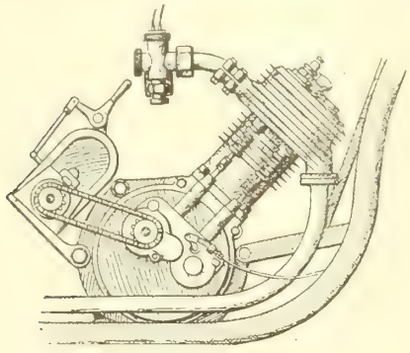


Montgomery Sidecar Ring Coupling

Some of the New Mechanical Features Revealed at the London (Olympia) Show

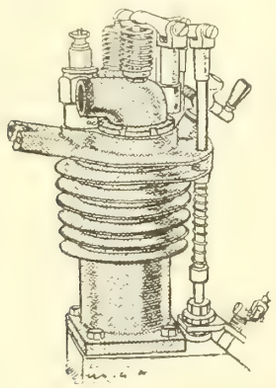
tion its cumbrous appearance, its commercial success seems doubtful.

Rubber belts of the V type are in most general use and idler pulleys are little



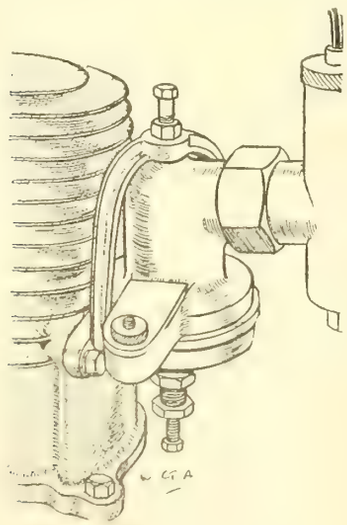
Wall Inclined Power Plant

used. The adjustable pulley is the prevailing type. N. S. U. and Puch, both from Germany, stick to the undergeared drive, which has its advantages of a larger



Overhead Vaives on Moto-Reve

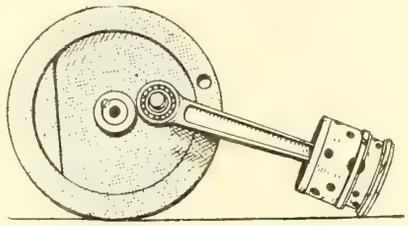
front and smaller rear pulley, and less cramping of the belt on a small disk. This year there is a marked tendency to mount a separate hollow spoked wheel on the



Inlet Dome and Transfer Port on Stuart Two-Cycle

rear hub in place of the usual belt pulley. The Armstrong three speed hub is a notable example. Coincident with this new practice it is noticeable that some designers have not discarded the old type belt rim but have found a new place and use for it by attaching it to the spokes on the right side of the rear wheel and using it for a brake drum for a V shoe brake, which is either hand or foot operated. Band brakes on the wheel axles, as used by Alldays, promise to become more popular.

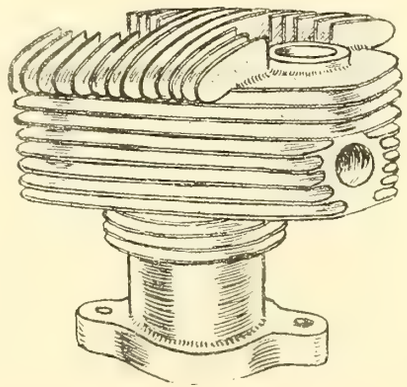
Coming to ignition it truly may be said that the motorcycle without the high tension magneto is obsolete. The favorite instrument is the Bosch, of course, and this is driven, as a rule, through a train of enclosed spur gears. Some makers prefer to drive the magneto by an enclosed chain, and a few are so careless as



Baby Premier Reciprocating Parts

to expose the chain. The most popular location for the magneto is inside the frame back of the motor, but in several cases it is mounted in front of the motor and outside the frame where it is protected to some extent by enclosing in a waterproof cover.

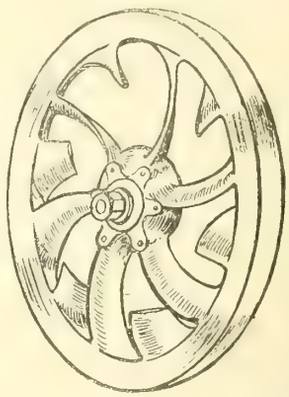
There is a striking augmentation of development in the sidecar. It has strong rivals in the Morgan, Eric and other three wheel semi auto runabouts, but nevertheless seems to hold its own and a little more. Sidecar body builders have taken a leaf from the motor car builders and developed cute little enclosed bodies which resemble



A. C. Cooling Fins

minature bathtubs, and in some types the motor car prototype is followed to the small details.

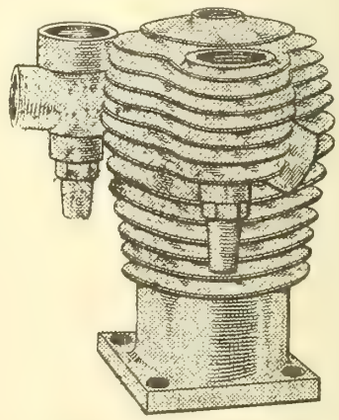
Although comfortable enough, the modern sidecar is not wholly pleasing in appearance. This criticism immediately raises price considerations, for with the increased equipment now included, no reduction in price is apparent, or naturally to be expected. On the other hand, prices have increased with the introduction of such expensive items as multi speed gears and other similar luxuries. The result is, that despite the superior speed of the motorcycle, potential buyers are turning



A. C. Cooling Fan in Flywheel

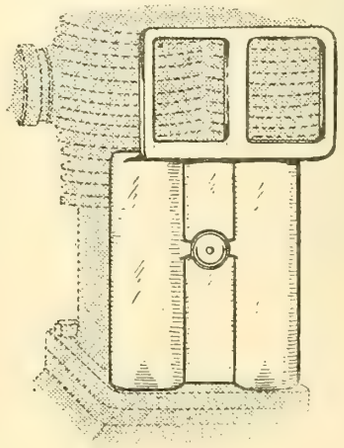
longing eyes on the light car instead, as offering more enjoyment at less cost.

Not unnaturally there are many who



Unusual Valve Ports on Quadrant

argue that the cost and maintenance of powerful sidecars is becoming so prohibitive, that they may more profitably spend a slightly larger sum for a two-seated motor car. It is only the youthful, en-



Valve Housing and Clothing Guard on Singer

thusiastic and sporting class who seem at all inclined to invest in the fast three-wheel low built "cycle cars" of the hybrid types on view.

(Continued on Page 538)

Now Comes the Annual Six-Day Classic



There is a fascination amounting almost to enchantment about a six-day bicycle race. That this is true despite all that has been said and written to the contrary, one has only to give a moment's thought to the vast amount of interest evidenced in the annual recurrence of New York's now famous endurance contest. For weeks previous to the date invariably fixed, the second week of December, inquiries pour in from all directions to those who are supposed to know, requesting information as to the make-up of the different teams. Will this or that former contestant ride this year? Will champion so-and-so ride? And so on—suggesting teams, officials, new rules and plans for management. The newspapers that in the course of the year give sparingly of space to other and more meritorious cycling affairs, clamor for and publish columns of matter concerning the riders, their prospects, etc.

And when the great day comes, when the doors of the "Garden" are thrown open, the struggle to pay admission; the rush for vantage points from which to get the most comprehensive view of the yellow pine saucer in the vast amphitheater; the cosmopolitan character of the crowd, for all are there, from every strata of society, the devotees of every sport; men who ride bicycles, men who once rode bicycles, men who never rode bicycles and who never expect to ride them; all will stand in line in some cases for hours awaiting their turns to enter, then immediately to take up each with his neighbor, the discussion of the merits of the various riders, of other races, of other days, and when the riders are sent fairly away on the 142-hour journey, this same crowd can be seen for hours sitting or standing, waiting, waiting for the ever expected sprint—the attempt to gain the all important lap, a distance of a mere 176 yards—then to shout encouragement to the point of exhaustion, or howl with disappointment to a state bordering on frenzy, according to the degree of success of the attempt; to subside again into that expectancy that apparently knows no tiring; that is the typical six-day crowd, a most remarkable study of human nature.

Where Six-Day Racing Was Started.

Six-day cycle races date almost from the year 1 Bi. Cycle. The first one of which there is any account, having taken place about thirty-five years ago during the middle seventies in Birmingham, England. It was of the twelve-hour-a-day variety; some of the riders who took part were George Waller, George Edlin, Dinken Derker and Harry Higham.

The next, which followed closely, was for eighteen hours a day, and was held at the Aquarium, in London. The feature of this event was the performance of Waller who rode for eighteen hours without dismounting. and on one of the old high "ordinaries," of course, equipped with a saddle fashioned from solid wood.

In 1879 Jack Haverly, of minstrel fame, and Peter Duryea brought over a team to this country from Europe and gave exhibitions and rode six-day race of three and six hours per day on roller-skating floors in New York, Boston and Chicago.

Many of the races were ridden in conjunction with the skating events; the cyclists riding outside the skaters on the floor. During the summer of 1886, Tom Eck constructed the first track having banked or raised corners in a hall at Springfield, Ill., and for the first time the riders and skaters were able to take the turns at full speed. Until that year all records from the quarter-mile to 1,044.5 miles (144 hours) were held by Europeans.

Continuous Races of American Origin.

The first actual continuous six-day race in America was held in the Washington Rink, Minneapolis, Minn. It started Sunday, midnight, December 19, and continued 142 hours, finishing Saturday, December 25. There were three riders: Albert Shock of Chicago, W. J. "Senator" Morgan, and Louise Armaindo of Montreal, said to be the most accomplished woman bicycle rider in the world. Shock won the race with a score of 1,405 miles, establishing a world's record; second, Morgan, 1,165 miles; third, Armaindo, 1,050 miles. The stakes were $2,500 which went to the winner with 50 per cent. of the "gate;" second, 30 per cent.; third, 20 per cent. In this race Morgan put up a remarkable ride, albeit he did not win; in one stretch of twenty-six hours he was off the wheel but eighteen seconds.

This race was preceded and followed by many of the "little" or abbreviated sort in various cities, especially in the middle west, in which in addition to the above named riders, there also competed Jack Prince, Tom Eck, W. M. Woodside, J. Merrill, W. Bovee, Tim Hardwick, E. H. Bullock, C. Frazier, R. A. Neilson and other early day professionals.

Tom Eck managed the first race in Madison Square Garden, 1891; 17 riders started and rode 20 hours per day. The winner was "Plugger Bill" Martin. That year, as was all the previous events, the race was won on a high bicycle, but the following year the much ridiculed, at that time, safety bicycle, ran away with first honors. From its inauguration until 1899 the six-day race was contested by individuals, but in that year the New York State Legislature awoke to the fact that it was a brutal contest and passed a law prohibiting bicycle racers from riding more than 12 hours out of 24 in a race. Since that time team racing has been in vogue. This year's race will be the 19th annual, the winners of previous races, and mileage.

1891—"Plugger Bill" Martin, America. 1,466 miles.

1892—Albert Shock, Germany, 1,600 miles 3 laps.

1893—At Philadelphia, Ashinger and Foster sole survivors.

1894—No race held.

1895—Frankie Nelson (first and only six-day race for women).

1896—Terry Hale, Ireland, 1,910 miles 9 laps.

1897—C W. Miller, America, 1,983 miles.

1898—C. W. Miller, America, 2,007 miles 4 laps.

1899—Miller-Waller, America, 2,733 miles 4 laps.

1900—MacFarland-Elkes, America, 2,608 miles 7 laps.

1901—Walthour - McEachern, America, 2,555 miles 4 laps.

1902—Leander-Krebs, America, 2,477 miles, 3 laps.

1903—Walthour-Munroe, America, 2,318 miles 3 laps.

1904—Root-Dorlon, America, 2,386 miles 6 laps.

1905—Root-Fogler, America, 2,260 miles 6 laps.

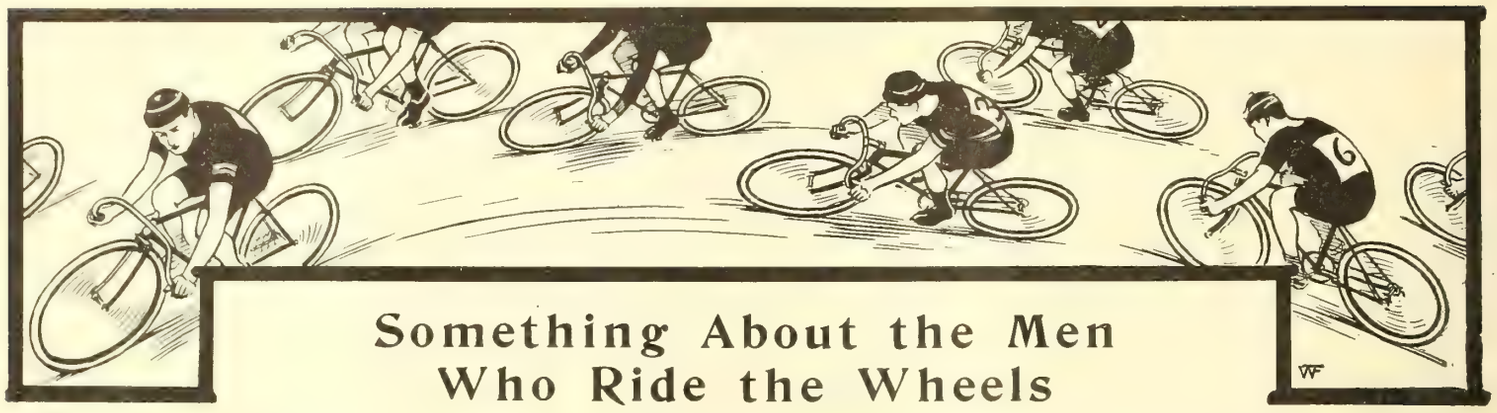
1906—Fogler-Root, America, 2,292 miles 2 laps.

1907—Rutt-Stol, Germany-Holland, 2,312 miles 5 laps.

1908—MacFarland,Moran, America, 2,737 miles 1 lap (world's record).

1909—Rutt-Clark, Germany - Australia, 2,660 miles 1 lap.

1910—Root-Moran, America, 2,545 miles 3 laps.



Something About the Men Who Ride the Wheels

In compiling a short resume of the accomplishments of the many men composing the teams competing in a big six-day race like the one that starts on Monday morning, there is necessarily much preliminary work, and some changes are liable to occur in the make-up of the teams within a day or so of the event, through accident, illness or other causes.

One change has already occurred in the teams since the original arrangement, Ernest Jokus meeting with an accident to his foot in training. As a consequence, his partner, Martin Ryan, is slated to ride with Frank Cavanagh, Norman Anderson withdrawing.

Brief sketches of the men composing the original teams follow:

Kramer and Moran.

Frank L. Kramer was born in Evansville, Ind., November 21, 1880. During his early life, Kramer was in delicate health and it was thought at the time he was threatened with tuberculosis. In accordance with the suggestion that a change of climate might prove beneficial, he was sent east to the home of his father's partner, the late Dillon B. Burnett, at East Orange, a suburb of Newark, N. J., and ever since has made his home there, making occasional visits to his parents who yet reside in the town of his birth. With the hope that the outdoor exercise would be of assistance in the combat with the dread disease, Kramer learned to ride a bicycle at the age of 12 and soon became an enthusiastic expert. His first attempt in competition was in a century run through which he went with flying clors. Road riding engaged his attention until the season of 1896 when he won his novice race at the old Clifton, Newark, N. J., track, at a meet under the auspices of the Union Cycle Club. On the Fourth of July of the following year, the coming champion first jumped into national prominence when he made a grand clean-up in the amateur events at a big meet at White Plains, N. Y., following this up with a number of successes in and around New York City. In 1898, after two seasons' preparation, Kramer made a determined bid for the amateur championship under the rules of the League of American Wheelmen and won it in a walk; he repeated the performance in 1899, riding under the rules of the National Cycling Association. He made his debut as a professional in 1900, being matched with the then professional champion, the late Tom Cooper, at the old Vailsburg track. Kramer won, and at once became a serious contender for the title. Major Taylor, the famous colored rider, was then in the heyday of his career and with his cunning and speed took the mantle with the blond boy a close runner-up. The season of 1901 saw Kramer under the protecting wing of the masterful MacFarland who later in the season formed an alliance with Iver Lawson who at the time, with his speed, threatened disaster to Kramer's aspirations, and together they succeded in defeating and disheartening Taylor, and eventually landing Kramer in his first professional championship. Since that time, he has won the title for each of the succeeding years, ever developing and improving the speed, craft and track generalship that has made him world-famous in his chosen sport, and ranking him as one of the most wonderful athletes of all time. Twice he has invaded Europe, in 1905 and 1906, and, although he did not take part in the world's championships, he met and decisively defeated on several occasions, the various title holders of all nations in match and open races. In the years Kramer has been riding he has won over 500 firsts, a record surpassing that of any other athlete, and, in view of the fact that he yet is in his prime, this record has every prospect of being very materially added to. Kramer attributes his remarkable success absolutely to his consistent moderation in his manner of living, enjoying life to the full in every particular, but never indulging to excess in any of the varied forms of pleasure which have been the pitfalls of so many brilliant athletic performers. This will be Kramer's first race of the 142-hour variety, although he started in the race of 1903 with Willie Fenn as partner; it was only for the purpose of setting the pace for the first six hours; an experiment tried by the management and found to be unsatisfactory, and which has not been repeated.

James F. Moran is a native of Chelsea, Mass. He has been riding a bicycle in competition since 1897, and in the time intervening has taken part in no less than eight of the big grinds, the first being the race of 1902. Moran also has participated in a number of six-day events of the abbreviated style, throughout the United States and Europe. With Floyd A. Macfarland as partner, in March, 1909, he won with a lap to spare, the 144-hour contest in Berlin, Germany. Together with Macfarland, he holds the record for six-day team racing, 2,737 miles 1 lap, made in the Madison Square Garden race of 1908. His wide and varied experience and undoubted ability at the game has won for him the reputation of being the best all-round six-day rider the sport has ever produced. As an amateur, Moran developed rapidly, meeting the best riders in that class on the New England tracks during the seasons of 1897, '98, '99 and 1900. He was particularly good in handicaps and early in his career, by the process of consistently winning from ever decreasing allowances from the handicapper, soon reached the honor mark, thenceforth until he turned professional in 1901, he was a familiar figure on scratch with James F. Ingraham, of Peabody, Mass. In the professional ranks, Moran has elected to follow the motors, and as a paced rider has met many of the foremost riders of the world in that department, both at home and abroad, invariably giving a good account of himself, having proven a performer with remarkable staying powers and a bulldog determination that has earned for him the wholesome respect of all, including champions, who have matched strides with him trailing the roller. In six-day grinding, Moran is a glutton for work ,is always ready when the "jams" are started, sprinting with the field as long as there is a sprint left and then, when all of the others are exhausted, he contributes further to the excitement by starting in afresh. Another favorite diversion of his is that of starting false sprints in quick succession, keeping the field in a state of constant anxiety and the spectators primed with expectation.

Clark and Fogler.

A. J. Clark, popularly known as "Jackie" Clark, and as the Australian "Rocket," was

born at Camperdown, Australia, March 2, 1886. In 1903 he rode his first bicycle race at Melbourne. He continued to ride in his native country until 1906, winning many important races, the principal one being the Austral Wheel Race of 1904. In 1906 Clark came to America and rode with Pye in the Garden six-day race of that year, finishing in fifth place. In 1907 he rode in Salt Lake City, returning to Australia for the winter of 1907-8, and winning the Australian championship. Returning to America the following spring, he rode at the Saltair (Utah), Coliseum, and won 25 races. In the fall of that year he came east and rode at the Vailsburg track, and in Madison Square Garden, displaying championship form. During the season of 1909 he rode at Vailsburg, and gave Kramer the closest fight the champion ever had for his honors. That year he, with Walter Rutt as a partner, won the six-day race, the two forming a new team after having lost their partners —Macfarland and Stol, respectively. Not only did they make up the lap which they were penalized under the rules, but they finished a lap ahead of the field. Immediately afterward Clark with Rutt as a team mate went to Berlin, Germany, and won the six-day race there. In 1910 Clark rode the season at Salt Lake City, and finished second, with Rutt as partner in the Garden six-day race of that year. He was a competitor during the present season at the Newark Velodrome (Vailsburg), finishing second to Kramer in the championship table. Clark holds a large number of sprinting records, and has become an American citizen through naturalization.

Joseph Fogler, of Brooklyn, N. Y., has always been a consistent performer at track racing. He became noted as an amateur about 1900-1901, and after joining the professional class, showed such rapid progress in form that he soon became a popular favorite at six-day racing. In 1905 and 1906 with Root as a partner, he won the six-day events of those years, and in 1907 with Moran as a running mate he finished second. In 1908 Fogler teamed up with Lawson and rode up till the third day, when a disagreement with his team mate broke the team to pieces. He again teamed with his old partner, Root, in 1909, and they landed second position in the final score. With Fred Hill as a partner last year he finished third. Fogler has shown considerable class as rider of match races, and has had some success behind motor pace. With Root upon a tandem they make an unbeatable pair to-day, and hold the tandem competition record for two miles, of 3:40, made from scratch in a handicap at Newark, September 23, of the present year. Fogler represents the American Racing Cyclists' Union on the N. C. A. Board of Control.

Root and Hill.

Edward F. Root is a native of New England, and hails from Winchester, Mass., a suburb of Boston. He made his first successes as an amateur on the eight-lap track at Revere Beach in 1901-2, entering the professional class in 1903, in which year he commenced his career as a six-day rider with Galvin as a partner. He teamed with Oliver Dorlon, of Brooklyn, in 1904, and won the race that year after a determined struggle to the tape with Stol, the Dutch team mate of Vanderstuyft. In the contests of 1905 and 1906 he was teamed with Joe Fogler and on both occasions the team was victorious. In 1910 Root teamed with Moran, and in the finishing lap unwound a sprint that landed his team in first place once more, making him a four-time winner of the Madison Square Garden classic—a record performance in wins. In addition to being a good plugger, Root has exceptional ability in being able to make up lost distance during a long race. He is a picturesque rider, and makes very clean and legitimate pickups with his partners. Root has been quite successful as a rider of short handicap races, and has done well in pace-following contests.

Fred Hill is also a New Englander, hailing from Watertown, Mass. He first rode as an amateur at the Revere track, Boston, and in 1908 was a competitor for amateur championship honors at the Vailsburg, N. J., saucer. At the close of that season he entered the professional class, and competed in the six-day race with Walter DeMara as a partner. The team finished in third position. In 1909 Hill had Stein for a partner and the final score showed them in fourth place; 1910 witnessed a return to third position in the final sprint with Fogler as his running mate. Hill has been a consistent performer since his advent into the game. With Drobach for a partner he won the six-day race at Buffalo in 1910, and in November of the present year with Clark as a partner, Buffalo was again the scene of a first place victory. Hill is a good rider in handicap events and has been quite successful in scratch races.

Georget and Brocco.

Leon Georget, of France, is one of the famous Georget brothers, who have been notable in their native country for the past decade as contestants in endurance races, both indoors and out. Leon has been three times a winner of the famous Bol d-Or 24-hour race, and with his brother Emil, he first competed in a Garden six-day event in 1906, finishing in eighth place. In 1907 he was paired with Victor Dupre, the team finishing third. In 1908 Dupre was again his partner, but becoming ill during the week he was compelled to retire. In 1910 he was again a competitor, with Julien Pouchois as a partner, but the latter failed to keep up to Georget's standard, and caused the withdrawal of the team. Leon Georget is the holder of practically all the world's human-paced records in the professional class.

Maurice Brocco is a native of LaBelle, France, and comes to this country with a good record in track work, especially tandem-paced competition. He first rode in a six-day race in 1908, with Labrousse as a partner, but the latter failed to make any showing and Brocco was forced to withdraw for lack of support. With the veteran, Georget, as a running mate, he expects to make a fine showing in the present contest.

Lorenz and Saldow.

Willy Lorenz is a six-foot German, and although a stranger to the American public, he is well known as one of the best of European six-day riders. With his present partner, Saldow, they won one Berlin race in 1909, and the year before that they were second. Both started in the Berlin race of last year, but an unfortunate accident put them out. Lorenz is the sprinter of the pair, and is 21 years old.

Karl Saldow is another six-foot German, and is the steady plugger of the team. His history as a six-day rider is practically the same as Lorenz's, and his age is 22.

Bedell and Bedell.

The Bedell brothers—John and Menus, were born at Baldwin, L. I., John, the older, is 30 years of age and Menus is two years younger; after they became proficient in the pedal pushing game over the world famous level highways of Long Island, the brothers took up their residence in Newark, N. J., but are yet proudly considered fellow townsmen by the residents of the little Long Island village. The Bedells have been riding in the professional class with excellent results for more than ten years. John is the sprinter, while Menus has shown great aptitude at following pace. Their six-day experience has been a long and varied one, in which they have given ample evidence of their staying powers, although their record is marred, due largely to the invariable streak of hard luck that hitherto has pursued them and in spite of which, their perseverence, in again entering the big grind after a two year's lay-off, is not the least of the commendable characteristics of this favorite pair. Seven times in all have they faced the starter in the 142-hour "mill"; six times as a team and once, in 1908, Menus ,at the last moment was teamed with Edward Rupprecht owing to a broken collar bone sustained by John in a "little" six-day race held just previously in Boston. The net result of their first attempt, 1902, was fourth position; the next year they finished seventh; 1904, they joined in the ill-advised "strike" of that year and consequently did not finish; by far their best performance was that of 1905, when they gained a lap on the field on Tuesday night and held that advantage until early Friday morning, as the result of a famous "jam" then, the Root-Fogler team was placed on an equal footing and in the final dash for the tape, brother John had to be content with second. In less than 200 miles, the following year, Menus fractured his collar bone and John was teamed with



Teams Riding in 19th Annual Six Day



Madison Square Garden, December 11-16, 1911

HALSTEAD
DROBACH
FOGLER
CLARK
HILL
ROOT
MENUS BEDELL
JOHN BEDELL
VANHOUWAERT
LAPIZE
KRAMER
MORAN
LORENZ
SALDOW
CAVANAGH
ANDERSON
CAMERON
MAGIN
WILLEY
GALVIN
BROCCO
GEORGET
PYE
COLLINS
PALMER
WELLS
RYAN
JOKUS
STEIN
THOMAS
LAWRENCE
DE MARA

Teams Riding in 19th Annual Six Day Race, Madison Square Garden, December 11-16, 1911

Walthour, on the elimination of the latter's partner, MacLean, by the accident route, and tenth place was the portion of the reconstructed team. The illness of Menus on Monday of the 1907 race put them out of the running. As previously noted, Menus was teamed with Rupprecht, and started only to be laid low himself with a broken collar bone when caught in a big spill the first afternoon of the next and last year in which they entered until the present event. Truly a remarkable record of "stick-to-it-iveness."

Collins and Pye.

Elmer L. Collins hails from Lynn, Mass. He has the characteristic Yankee aptitude for hard work, and when but an amateur was noted for the vim and snap that he put into his struggles on the Boston tracks for supremacy. In the fall of 1905 he entered the professional class as a follower of motor-pace, and made good in his first race at Revere Beach track, landing a place position from such riders as Moran and Hugh McLean. He continued pace following with much success, and for the years of 1909, 1910 and 1911 has secured the motor-paced championship of America by hard and consistent riding. In 1908 with Worth Mitten as a partner he landed in fifth place in the six-day race. In 1909 he had Bobbie Walthour for a team mate and finished in third place. Collins has a much larger proportion of grit to his physical size than many followers of the six-day game. He never knows when he is beaten and can be depended on to stick to the finish or drop in his tracks.

Ernest A. Pye was born April 21, 1880, at Swan Hill, Victoria, Australia, and begun his career as a bicycle rider in his native country, January 1, 1897. He won the Australian championship three times, 1902 being his banner year for wins, 32 victories, including the "A. and A. Wheel Race." He also won the latter event in 1903, and was the only one to win this event for two consecutive years. He made his advent in America in 1906, riding at Salt Lake City that year and in 1907, returning to Australia for the winter season. He first rode in the six-day race in 1906 with Clark as a partner, taking sixth place. In 1909 he rode again, with Hehir, but was retired with a broken collar bone. Walker, another Australian, was his partner in 1910, but he was put out of the race by injuries to his partner which broke up the team. During the past season Pye was manager of the Salt Palace track, in Salt Lake City.

Wiley and Galvin.

George Wiley, now 24 years old, is a graduate of the "messenger boy" class, he having made his mark as rider when employed as a messenger by the Western Union Telegraph Company, in his native city, Syracuse, N. Y. When an amateur Wiley had the faculty of showing up at the important race meets in different parts of the United States, just because he liked to ride and see the country. In 1906 he took up riding as a profession, spending the summer season at the Revere Beach track, Boston. In December of that year he entered the six-day race with Galvin as a partner, and landed in twelfth place. The following year they again rode together and captured fifth place. In 1908 they again rode together, capturing seventh place. In 1909 he had Drobach for a partner, but in the first hour of the race, he fell and dislocated his right shoulder, putting the team out of commission. Last year he had Lawrence for a partner, but the team withdrew on the third day. For the past three seasons Wiley has followed motor-paced racing with much success, running second to Collins in the struggle for the American championship.

J. Frank Galvin first achieved prominence as a cyclist in his native town of New Milford, Conn., by winning numerous road races in that vicinity some 15 years ago. He was easily the champion of western Connecticut at this class of riding, and ranked with the scratch bunch in the big New England road races then the popular thing. His name first appears in the final score sheets of the six-day race of 1905, when he teamed with Arthur McDonald, a Boston youngster, and the pair landed in eighth place. Thereafter in 1906-7-8 he rode with Wiley as his partner. In 1909 he had the veteran, Patsey Keegan, as a partner, but the team went out on the third day on account of Keegan's illness. Last year Galvin teamed with Anderson, and as the latter withdrew on the second day Galvin had to stop for lack of a riding partner. The race would seem incomplete without the name of Frank Galvin. He is easily tthe "dean of the six-day racers" by dint of continuous annual entry, and priority of birth.

DeMara and Lawrence.

Walter DeMara, though for a number of years a resident of California, was born at Providence, R. I., June 8, 1883. His first riding was done in the vicinity of San Francisco in the famous road races over the San Jose course, and he had several successful seasons as an amateur on the Salt Lake City track. He was a partner of Fred Hill in the six-day race of 1908, and was one of the three teams leading at the end of that record-breaking race, finishing in third place to McFarland and Rutt in the finishing sprint. In 1909, with Iver Lawson as a partner, they finished in seventh place. In 1910 he was a team mate of Fred West, but the team did not finish the race. DeMara made a European trip early in the present year, returning about the middle of the summer. He was quite successful on the Paris tracks, and made good in a number of events at Newark after his return.

Percy O. Lawrence also hails from the Golden Gate City, being a native son of California. Salt Lake City proved the magnet that attracted him in 1907, and he jumped into fame as a sprinter there, making a number of amateur records there, some of which he holds today. He is also holder of the one-sixth mile amateur competition record of :20⅘, which he made at the old Vailsburg track, September 5, 1909. It was in the spring of that year that he made his advent in the east, capturing the N. C. A. amateur championship. He entered the six-day race in December, with Halstead as his partner, but was forced to withdraw on the fifth day with a badly injured knee. In 1910, with Wiley as his partner, he rode until the third day, when the team retired.

Cameron and Magin.

George Cameron is a New Yorker to the core, and for a number of seasons was an amateur star in the metropolitan district, flat floor riding being his specialty. For about ten years he held his own against all comers. In 1908 he was one of the American team that went to London to compete in the cycle races at the Olympic games. Later in the same year he became a professional, but did not ride in the Garden race. Early in 1909, with Mitten as a partner he was third in a six-day event at Atlanta, Ga., and in December rode at the Garden with Floyd Krebs as a partner. Krebs retirement put the team out of the contenders. As a teammate of Halstead in the race of 1910, he finished in seventh place.

Jacob Magin is a son of Newark, the home of sprint racing. He was one of the famous team of National Turn Verein Wheelmen amateurs of that city, that for several seasons scooped in the majority of prizes given on the local track, and became a professional in 1910. This is his first appearance in a six-day race in New York and he ought to make good. He has done well in handicap races during the past season at the Newark Velodrome.

Halstead and Drobach.

Alfred Halstead is a native of England, but he has been somewhat of a world's citizen in the course of his career, having spent a considerable portion of his early youth in South Africa. He did considerable road riding in California in the vicinity of San Francisco, and spent a couple of seasons on the saucer track at Salt Lake City as an amateur before coming east in the fall of 1908. His advent as a six-day rider was in the race of 1908, with Lawrence as a partner, but when the latter retired he formed a partnership with Hehir, who had also lost his partner, and the two finished in fifth place. With Cameron as a partner in 1910 he finished in seventh place. During the past summer he rode at Salt Lake City, returning in September to finish the season at the Newark Velodrome.

Peter Drobach hails from the classic shades of Boston, the peninsula of South Boston being his home. Like many other good riders he received his first lessons in

speed on the track at Revere Beach, and was always considered a strong contender. In 1908 he made his debut as a six-day rider, and finished in eighth place with "Pedlar" Palmer as a teammate. Early in 1910 he won the "little" six-day event at Buffalo, Fred Hill being his partner. In the 1910 race he broke his collar bone in a fall, which put him out of the running. Drobach is a consistent rider, and has made a good record in handicap and other events requiring strength and grit. His 1911 season at Salt Lake City was very successful.

Palmer and Wells.

William Palmer, Jr., often erroneously called "Pedlar," an abbreviation of "Pedalier," a sobriquet first applied to him in 1904 on his arrival in this country by some one evidently in a spell of imitative near-humor, with the result that Palmer, the rider, often since has been confused with the pugilist, Pedlar Palmer—no relation—is a native of Australia, and is one of the active invading contingent from that continent which has so materially taken part in the making of cycling history in the United States during the past decade. Palmer's first season in America, 1904, at Salt Lake City, gave him considerable experience, and he started in the Garden race that year with Emil Agraz as partner; finishing eighth. Returning to Australia, Palmer rode for three seasons with marked success in sprint races there and again appeared at Salt Lake City in 1908. That year he teamed with a fellow countryman, Gordon Walker, until Wednesday, and finished the week with Peter Drobach, in eighth position. Since then he has been a consistent performer at Saltair, Vailsburg and in various "little" six-day races.

Fred Wells, like his partner, is an Antipodean, and also rejoices in an apparently ill-fitting handle to his name—"Jumbo"—as he is far from being of elephantine proportions, being in the welter weight class when following his other vocation, boxing. Wells developed his strength riding a bicycle over the mountainous roads of his native New Zealand and once won the title of road champion of that progressive country, which goes with the winning of the time prize in the elimination race held annually to determine the State representative in the great Warrnambool road race of Australia. At the behest of Ernie A. Pye, he came to America for the 1910 season at Salt Lake City; migrated East when that track closed on Labor Day, and for the remainder of that season and all of the one just ended, he has ridden at the Newark Velodrome. Wells, in this race, makes his debut in the long distance game, and no doubt will prove an interesting proposition to the other [illegible] he is a good mixer when the going is rough, is always ready when hard riding and the consequent stamina is called for, and by his willingness and ability in the heavy work, "out in front," has earned the appreciation and respect of his fellow cyclists and followers of the sport.

Anderson and Cavanagh.

Norman Anderson, once of Denmark, but now a full-fledged New Jerseyite, with Newark as his home, came to America in 1907 to enter the Garden grind. Through some misunderstanding, he failed to secure a partner in time for the start, but he liked this country so well that he concluded to remain here, and he has ridden with considerable success on the local tracks during the outdoor seasons since that time. In the race of 1908 he had Vanoni for a partner, and the pair was instrumental in making the race that year a record event, as they certainly stirred up a pace that kept everybody guessing. Frequently they started sprints they could not finish, and as a consequence were lapped more than once, but for all that they finished seventh. In 1909 they finished last. In 1910 he had Galvin for a partner but withdrew on the second day of the contest.

Frank Cavanagh, of Newark, N. J., is the latest addition to the ranks of the professional riders, he having been an amateur until the start of the present race. Cavanaugh has shown surprising form during the present year at the Newark Velodrome. At the beginning of the season he was a mere novice and started from practically the limit mark in the handicaps. By a few decisive wins he worked his way down to scratch mark, and might have won this year's amateur championship had he been earlier to estimate his ability. He won the one mile N. C. A. Championship event from a field of the best in the amateur class. He is a big, strong fellow, who does not seem to realize how powerful he is, and should he suddenly grasp his possibilities in the coming race he is liable to make things lively for the older hands at the game.

Stein and Thomas.

Charles Stein is a blond-haired Brooklyn youngster, who first acquired prominence as a cyclist in road races on his native heath and graduated to the board tracks at Vailsburg and Clifton in 1908, captured the American amateur championship for that year. Stein did not take kindly to being transferred to the professional class by the sport governing body in the fall of that year, and did not take part in a six-day race until 1909, when with Fred Hill as a partner they finished in fourth place. In 1910 Stein did not compete. During the past summer he followed sprint racing on the Salt Lake City track.

Lloyd Thomas is a promising young rider from the Pacific Slope, San Francisco being his native city. He is but 20 years old, but he has already competed in one six-day race at the Garden—that of last year—and finished in fifth place with Mitten as a partner. He was considered an excellent amateur when he rode for a couple of seasons at Salt Lake City, before coming East, and was very much in the running at the Newark track prior to his advent into the professional ranks in 1910. His first six-day experience was in November of that year in Boston, in the eight-hour-day grind, when he and Fred McCarthy finished ninth.

Lapize and Von Houwaert.

Octave Lapize is a native of Paris, France, and was born in 1887. He started his bicycle career some six years ago, and has developed into one of the best long distance riders that that country has furnished for the six-day race, according to reports from across the water. During the present year he has captured a number of big races, and established a new human-paced record, covering a little more than 50 kilometers within the hour. The former mark was 49 kilometers, held by Brocco. One of his best victories was on August 15, at Brussels, when he won a 400-kilometer race on the track in that city. He is a new hand at the six-day type of racing, but should make a strong showing.

Cyrille Van Houwaert is the champion of Belgium and has been riding since 1905, and he has twice won the Paris to Bordeaux road race in France. With Verlinden, who rode here last year, he won a 24-hour race in Brussels this season. He is a giant in size, looking to be the largest of the foreign contingent. Should Van Houwaert land in first, second or third place in the race he is to be rewarded by the hand of his prospective bride immediately upon his arrival home, instead of having to wait until next June, the date originally set for his wedding. So he has a double object in making a splendid effort to win—wedding bells and the wherewithal to celebrate the happy event.

Ryan and Jokus.

Martin Ryan, popularly known as "Grassy," is a development of the Newark tracks, and ever since he can remember he has attended every bicycle race meet held in that city, either in the capacity of spectator, rider or trainer. The old quarter-mile board track, and the six-lap that later replaced it on the Vailsburg grounds, and the new Newark Velodrome, represent the stepping stones in the path of "Grassy's" career to cycling fame, and he has now graduated into a full-fledged six-day rider. With Carslake as a partner he rode in the recent eight-hour-a-day race at Buffalo, finishing in fifth position. He is what is known as a "contender" all the way to the tape.

Ernest Jokus, also of Newark, was for several years one of the leading riders of the National Turn Verein team of that city, and has been a consistent prize winner, both in the amateur and professional classes. With Fred Jones, of Clifton, N. J., as a partner, he finished in eighth place in the recent Buffalo race. He has always been known as a good handicap rider, usually going for the front right from the crack of the pistol, a feature that has won his considerable prize money.

Bicycle Racing Records and Data

COMPILED BY THE N. C. A. BOARD OF CONTROL

PROFESSIONAL MOTOR-PACED RECORDS IN COMPETITION.

Dist.	Time.	Holder.	Place.	Date.
1 m.	1.09 1-5	Hugh McLean	Chas. Riv. Park	Aug. 27, 1903
2 m.	2.19	Hugh McLean	Chas. Riv. Park	Aug. 27, 1903
3 m.	3.31 3-5	James Moran	Chas. Riv. Park	June 28, 1904
4 m.	4.43	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
4 m.	4.43	R. A. Walthour	Chas. Riv. Park	May 31, 1904
5 m.	5.51	R. A. Walthour	Chas. Riv. Park	May 31, 1904
6 m.	7.00 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
7 m.	8.07 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
8 m.	9.14 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
9 m.	10.22	R. A. Walthour	Chas. Riv. Park	May 31, 1904
10 m.	11.29 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
11 m.	12.36 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
12 m.	13.43	R. A. Walthour	Chas. Riv. Park	May 31, 1904
13 m.	14.50 2-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
14 m.	15.57 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
15 m.	17.03 2-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
16 m.	18.10 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
17 m.	19.17 2-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
18 m.	20.24 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
19 m.	21.30 4-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
20 m.	22.37 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
21 m.	23.44 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
22 m.	24.51 4-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
23 m.	25.59	R. A. Walthour	Chas. Riv. Park	May 31, 1904
24 m.	27.07 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
25 m.	28.14 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
26 m.	29.22 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
27 m.	30.30 1-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
28 m.	31.37 2-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
29 m.	32.48	R. A. Walthour	Chas. Riv. Park	May 31, 1904
30 m.	33.52 3-5	R. A. Walthour	Chas. Riv. Park	May 31, 1904
31 m.	36.26	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
32 m.	37.37 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
33 m.	38.48 4-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
34 m.	39.57 3-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
35 m.	41.07 3-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
36 m.	42.18 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
37 m.	43.28 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
38 m.	44.39 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
39 m.	45.49 2-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
40 m.	47.00	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
41 m.	48.10 4-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
42 m.	49.21 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
43 m.	50.31 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
44 m.	51.41 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
45 m.	52.50 4-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
46 m.	54.23 4-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
47 m.	55.49 3-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
48 m.	57.21 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
49 m.	58.43 1-5	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
50 m.	59.59	H. Caldwell	Chas. Riv. Park	Sept. 1, 1903
100 m.	2.48.11 4-5	H. Caldwell	Revere, Mass.	Sept. 8, 1904

Fastest mile in competition, 1.06 1-5, R. A. Walthour, Charles River Park, Cambridge, Mass., May 31, 1904.

AMERICAN COMPETITION—PROFESSIONAL PACED HOUR RECORDS.

Hrs.	M.	Yds.	Holder.	Place.	Date.
1	50	3	Harry Caldwell	Chas. Riv. Park	Sept. 1, 1905
2	77	440	James Moran	Revere	Aug. 8, 1903
3	106	900	Harry Caldwell	Revere	Sept. 5, 1904
4	137	275	Hugh McLean	Revere	Sept. 5, 1904
5	168	910	James Moran	Revere	Sept. 5, 1904
6	197	220	James Moran	Revere	Sept. 5, 1904
7	199	220	Chas. Turville	Salt Lake City	Sept. 15, 1901
8	218	440	W. F. King	Salt Lake City	Sept. 15, 1901
9	246	440	W. F. King	Salt Lake City	Sept. 15, 1901
10	265		W. F. King	Salt Lake City	Sept. 15, 1901
11	289		W. F. King	Salt Lake City	Sept. 15, 1901
12	312	880	B. W. Pierce	Waltham	July 3, 1899
13	335	1,540	W. F. King	Salt Lake City	Sept. 15, 1901
14	355		W. F. King	Salt Lake City	Sept. 15, 1901
15	372		W. F. King	Salt Lake City	Sept. 15, 1901
16	397	220	W. F. King	Salt Lake City	Sept. 15, 1901
17	403	440	W. F. King	Salt Lake City	Sept. 15, 1901
18	416		John Lawson	Los Angeles	June 10, 1900
19	432		John Lawson	Los Angeles	June 10, 1900
20	450	1,540	John Lawson	Los Angeles	June 10, 1900
21	466	660	John Lawson	Los Angeles	June 10, 1900
22	485	220	John Lawson	Los Angeles	June 10, 1900
23	507	1,320	John Lawson	Los Angeles	June 10, 1900
24	528	925	John Lawson	Los Angeles	June 10, 1900

PROFESSIONAL AGAINST TIME—PACED RECORDS.

Dist.	Time.	Holder.	Place.	Date.
1-4 m.	0.19	S. H. Wilcox	Salt Lake City	Aug. 28, 1910
1-3 m.	0.27 4-5	J. S. Johnson	Nashville	Oct. 29, 1896
1-2 m.	0.38 2-5	Hardy Downing	Salt Lake City	July 29, 1910
3-4 m.	0.55	Ray Duer	Salt Lake City	Aug. 28, 1910
1 m.	1.05	Ray Duer	Los Angeles, Cal.	June 27, 1909
2 m.	2.09 4-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
3 m.	3.14 2-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
4 m.	4.18 2-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
5 m.	5.22 1-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
6 m.	6.28 1-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
7 m.	7.33 3-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
8 m.	8.38 1-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
9 m.	9.45 4-5	Ray Duer	Los Angeles, Cal.	June 27, 1909
10 m.	11.06 2-5	Ray Duer	Los Angeles, Cal.	June 27, 1909

All competition records upward have erased time trials.

On June 3, 1910, George Kreutzer paced by an automobile, rode a mile in 58 s. on the Los Angeles (Cal.) Motordrome—a 1-mile circular board track.

PROFESSIONAL AGAINST TIME—UNPACED RECORDS.

Dist.	Time.	Holder.	Place.	Date.
1-6 m.	0.15 2-5	Al Crebs	Salt Lake City	July 4, 1911
1-4 m.	0.23 4-5	Iver Lawson	Salt Lake City	July 4, 1906
1-3 m.	0.33 4-5	Iver Lawson	Salt Lake City	Aug. 18, 1909
1-2 m.	0.50 2-5	A. J. Clarke	Saltair	Aug. 24, 1908
2-3 m.	1.12	A. J. Clarke	Salt Lake City	July 8, 1910
1 m.	1.52	A. J. Clarke	Salt Lake City	Aug. 2, 1910
2 m.	4.01 3-5	E. A. Pye	Salt Lake City	Aug. 28, 1910
3 m.	6.09 1-5	E. A. Pye	Salt Lake City	Aug. 28, 1910
4 m.	8.34 3-5	Saxon Williams	Salt Lake City	July 30, 1909
5 m.	10.38	Saxon Williams	Salt Lake City	July 30, 1909
10 m.	23.09 2-5	W. W. Hamilton	Denver, Col.	July 9, 1898
15 m.	35.03	W. W. Hamilton	Denver, Col.	July 9, 1898
20 m.	47.08 2-5	W. W. Hamilton	Denver, Col.	July 9, 1898
25 m.	59.13 2-5	W. W. Hamilton	Denver, Col.	July 9, 1898

1 hour, 25 miles, 600 yards, W. W. Hamilton, Denver, July 9, 1898.

PROFESSIONAL HANDICAP RECORDS.

Dist.	Time.	Holder.	Handicapper.	Plaec.	Date.
1-4 m.	.28 2-5	F. L. Kramer	J. C. Wetmore	Vailsburg	Sept. 5, 1904
1-3 m.	.37 3-5	P. O. Hehir	R. F. Kelsey	Vailsburg	Oct. 2, 1910
1-2 m.	.51 1-5	A. J. Clarke	E. F. Schefski	Saltair	Aug. 19, 1908
2-3 m.	1.14 1-5	P. O. Hehir	C. L. Berry	Salt L'k C	July 21, 1911
3-4 m.	1.21	F. L. Kramer	E. F. Schefski	Salt L'k C	July 5, 1907
1 m.	1.48 1-5	P. O. Hehir	C. L. Berry	Salt L'k C	July 11, 1911
2 m.	3.38 1-5	A. J. Clarke	E. F. Schefski	Salt L'k C	Aug. 2, 1910
3 m.	5.49 2-5	Alfred Goullet	R. F. Kelsey	Vailsburg	Sept. 4, 1911
5 m.	10.15	W. S. Fenn	J. C. Wetmore	Vailsburg	Aug. 25, 1901
10 m.	21.53	W. S. Fenn	J. C. Wetmore	Vailsburg	July 27, 1902

PROFESSIONAL COMPETITION—UNPACED RECORDS.

Dist.	Time.	Holder.	Place.	Date.
1-4 m.	0.28 1-5	F. L. Kramer	Vailsburg	May 4, 1902
*1-3 m.	0.37 3-5	P. O. Hehir	Vailsburg	Oct. 2, 1910
*1-2 m.	0.51 1-5	A. J. Clarke	Saltair, Utah	Aug. 19, 1908
*2-3 m.	1.14 1-5	P. O. Hehir	Salt Lake City	July 21, 1911
*3-4 m.	1.21	F. L. Kramer	Salt Lake City	July 5, 1907
*1 m.	1.48 1-5	P. O. Hehir	Salt Lake City	July 11, 1911
*2 m.	3.38 1-5	A. J. Clarke	Salt Lake City	Aug. 2, 1910
3 m.	5.35 3-5	Iver Lawson	Salt Lake City	July 25, 1906
4 m.	8.16 2-5	A. J. Clarke	Salt Lake City	June 7, 1910
5 m.	9.42 4-5	Iver Lawson	Salt Lake City	Aug. 24, 1909
10 m.	20.04 3-5	John Bedell	Park Sq., Boston	Feb. 15, 1908
15 m.	33.08 2-5	Jumbo Wells	Vailsburg	July 2, 1911
20 m.	43.39	Walter DeMara	Vailsburg	Aug. 24, 1910
25 m.	54.13	F. L. Kramer	New Haven	July 14, 1910

* Made in handicap.

A handicap record from scratch is recognized as competition record if the time made is better than has been made in any scratch race of the same distance. One hour, 28 miles, 19 yards, W. Hedspeth, Dayton, O., July 31, 1902.

PROFESSIONAL COMPETITION—TANDEM.

1 m.	1.51	Kramer-Fogler	Vailsburg	June 28, 1908
*2 m.	3.40	Fogler-Root	Vailsburg	Sept. 23, 1911
5 m.	9.50 3-5	Mayer-Clarke	Saltair	June 28, 1908

N. C. A. PROFESSIONAL SPRINT CHAMPIONSHIP—NATIONAL CIRCUIT, 1911.

Rider—	1st.	2d.	3d.	4th.	Total Points.
Frank L. Kramer	10	3	4	0	67
A. J. Clarke	6	4	5	0	52
Alfred Goullet	2	4	0	7	29
Jos. A. Fogler	0	3	5	5	24
E. F. Root	0	1	2	1	8
Fred Hill	0	2	1	0	6
John Bedell	0	0	1	1	3
Iver Lawson	0	1	0	0	2
P. O. Hehir	0	0	1	0	2
Menus Bedell	0	0	0	1	1
W. S. Fenn	0	0	0	1	1
F. A. McFarland	0	0	0	1	1
Floyd Krebs	0	0	0	1	1

Firsts count 5 points; Seconds, 3 points; Thirds, 2 points; Fourths, 1 point.

N. C. A. PROFESSIONAL PACED CHAMPIONSHIP, 1911.

Rider—	1st.	2d.	3d.	4th.	Total Points.
Elmer L. Collins	18	7	2	0	117
George Wiley	10	12	5	1	97
Percy Lawrence	3	6	4	2	43
Ray Duer	3	4	3	2	35
S. H. Wilcox	3	2	1	0	23
W. E. Samuelson	4	1	0	0	23
Ernest A. Pye	2	3	0	0	19
Peter Drobach	2	2	0	0	16
Nat Butler	0	3	3	1	16
E. F. Root	1	1	3	0	14
F. A. McFarland	2	1	0	0	13
Al. Halstead	1	2	0	0	11
Hardy Downing	1	1	0	0	8
James F. Moran	0	2	0	0	6
Clarence Carmen	0	1	1	0	5
Walter DeMara	0	0	2	1	5
Jos A. Fogler	1	0	0	0	5
Fred Hill	0	1	0	0	3
W. S. Fenn	0	1	0	0	3
Gordon Walker	0	1	0	0	3

Firsts count 5 points; Seconds, 3 points; Thirds, 2 points; Fourths, 1 point.

WINNERS OF PROFESSIONAL SPRINT CHAMPIONSHIPS.

1895—E. C. Bald.
1896—E. C. Bald.
1897—E. C. Bald.
1898—Tom Butler.
1899—Tom Cooper.
1900—Major Taylor.
1901-1911, inclusive—Frank L. Kramer.

WINNERS OF N. C. A. PACED CHAMPIONSHIPS—PROFESSIONAL.

1899—
1900—Harry D. Elkes.
1901—Harry D. Elkes.
1902—Robt. A. Walthour.
1903—Robt. A. Walthour.
1904—Harry Caldwell.
1905—Hugh McLean.
1906—Hugh McLean.
1907—Hugh McLean.
1908—Hugh McLean.
1909—Elmer L. Collins.
1910—Elmer L. Collins.
1911—Elmer L. Collins.

AMATEUR COMPETITION—UNPACED.

Distance.	Time.	Holder.	Place.	Date.
1-6 m.	:20 4-5	P. Lawrence	Vailsburg	Sept. 5, 1909
1-4 m.	:28 2-5	M. L. Hurley	Vailsburg	July 27, 1902
*1-3 m.	:38 4-5	W. S. Fenn	Hartford	Sept. 3, 1900
*1-2 m.	:56 4-5	W. DeMara	Salt Lake City	Aug. 20, 1907
*2-3 m.	1.18	M. L. Hurley	Providence	July 1, 1901
*3-4 m.	1.34 4-5	W. DeMara	Ogden, Utah	July 21, 1907
*1 m.	1.55 3-5	J. B. Hume	Salt Lake City	July 28, 1906
2 m.	3.51	Hal. McCormack	Salt Lake City	Aug. 13, 1909
3 m.	5.57 1-5	A. Carter	Ogden, Utah	Aug. 3, 1905
5 m.	10.11 1-5	Edw. Mayer	Salt Lake City	Aug. 12, 1909
10 m.	21.23	J. P. Linley	New Haven	May 30, 1902
15 m.	35.32	G. H. Collett	New York City	May 30, 1900
20 m.	45.40 2-5	E. Stauder	New Haven	Aug. 5, 1900
25 m.	1.00.39	Ed. W. Forrest	Vailsburg	July 28, 1901
30 m.	1.13.36	J. P. Jacobson	New York City	Aug. 25, 1899
40 m.	1.39.56 3-5	J. P. Jacobson	New York City	Aug. 25, 1899
50 m.	2.05.00 4-5	J. P. Jacobson	New York City	Aug. 25, 1899
75 m.	3.30.36 1-5	W. Torrence	New York City	Aug. 25, 1899
100 m.	4.57.24 2-5	W. Torrence	New York City	Aug. 25, 1899

* Made in handicap.

1 hour, 24 miles, 1,472 yards, George H. Collett, New York City, May 30, 1900.

AMATEUR AGAINST TIME—UNPACED.

Distance.	Time.	Holder.	Place.	Date.
1-6 m.	:16 1-5	Frank Cavanagh	Vailsburg	July 2, 1911
1-4 m.	:24 4-5	A. Crebs	Saltair, Utah	Aug. 1, 1908
1-3 m.	:33 2-5	A. B. Simons	Deming	May 26, 1896
1-2 m.	:53 1-5	P. Lawrence	Salt Lake City	Aug. 8, 1908
2-3 m.	1.21 1-5	J. G. Heil	Denver	July 31, 1897
3-4 m.	1.23 3-5	P. Lawrence	Saltair, Utah	Aug. 19, 1908
1 m.	1.55	Parley Giles	Saltair, Utah	July 28, 1908
2 m.	4.09	Parley Giles	Saltair, Utah	Aug. 19, 1908
3 m.	6.25 3-5	Parley Giles	Salt Lake City	Aug. 4, 1908
4 m.	8.51 2-5	Parley Giles	Ogden, Utah	Aug. 20, 1908
5 m.	11.00	Parley Giles	Ogden, Utah	Aug. 20, 1908

AMATEUR COMPETITION—TANDEM.

Dist'nce.	Time.	Holder.	Place.	Date.
1 m.	1.52 3-5	Hausman-Rutz		
2 m.	4.53	Wilcox-McCormack	Salt Lake City	Aug. 1, 1905
3 m.	5.47 2-5	Wilcox-McCormack	Salt Lake City	July 27, 1905
5 m.	10.15	Wilcox-McCormack	Salt Lake City	June 13, 1905

AMATEUR HANDICAP RECORDS.

Distance.	Time.	Holder.	Handicapper.	Place.	Date.
1-4 m.	:29 3-5	M. L. Hurley	J. C. Wetmore	Vailsburg	May 30, 1902
1-3 m.	:38 4-5	W. S. Fenn	R. F. Kelsey	Hartford	Sept. 3, 1900
1-2 m.	:56 4-5	Walter DeMara	F. E. Schefski	Salt L'k C	Aug. 20, 1907
2-3 m.	1:18	M. L. Hurley	R. F. Kelsey	Provid'nce	July 1, 1901
3-4 m.	1:24 4-5	Walter DeMara	F. E. Schefski	Salt L'k C	July 21, 1907
1 m.	1:55 3-5	J. B. Hume	F. E. Schefski	Salt L'k C	July 28, 1905
2 m.	4:06 4-5	J. B. Hume	F. E. Schefski	Salt L'k C	Aug. 25, 1905
3 m.	6:07	Percy Lawrence	F. E. Schefski	Salt L'k C	Aug. 16, 1908
5 m.	10:26	J. B. Hume	F. E. Schefski	Salt L'k C	Aug. 4, 1906

N. C. A. AMATEUR CHAMPIONSHIP, 1911.

Rider—	1st.	2d	3d.	4th	Total Points
Frank Blatz	2	1	1	1	16
Alvin Loftus	2	0	1	1	13
Chester Smith	0	3	1	0	11
Frank Cavanagh	1	1	1	0	10
Carl F. Ericson	1	0	1	1	8
William Pettit	0	1	0	1	4
Earl Adams	0	0	1	0	2
Paul Pendleton	0	0	0	1	1
Donald McDougall	0	0	0	1	1

Champions at various distances, 1-4 mile and 1-3 mile, Frank Blatz, Jersey City, N. J.; 1-2 mile, Alvin Loftus, Providence, R. I., 1 mile, Frank Cavanagh, Newark, N. J.; 2 miles, Alvin Loftus; 5 miles, Carl F. Ericson, Brooklyn, N. Y.

WINNERS OF N. C. A. AMATEUR CHAMPIONSHIPS.

1899—Frank L. Kramer.
1900—W. S. Fenn.
1901—Marcus L. Hurley.
1902—Marcus L. Hurley.
1903—Marcus L. Hurley.
1904—Marcus L. Hurley.
1905—Matt Downey.
1906—Charles Sherwood.
1907—Wm. Van den Dries.
1908—Charles Stein.
1909—Percy Lawrence.
1910—Frank Blatz.
1911—Frank Blatz.

WINNERS OF N. C. A. PACED CHAMPIONSHIPS—AMATEUR.

1899—
1900—Joe Nelson.
1901—Joe Nelson
1902—Samuel Sulkin.
1903—Samuel Sulkin.
1904—Discontinued.

AMERICAN ROAD RECORDS COMPETITION—AMATEUR.

(Under N. C. A. Rules.)

Dist.	Time.	Holder.	Place.	Date.
1-4 m.	0.33 1-5	Jerome Steinert	H'ksv'le, L. I	Sept. 3, 1911
1-3 m.	0.40 3-5	Courtney Peer	Plainfield, N. J.	Sept. 7, 1908
1-2 m.	1.23	S. R. Morrison	Val. Str., L. I.	Oct. 6, 1907
1 m.	2.02	Henry Surman, R. L. Guthridge, S. C. Haberle	Westfield, N. J.	Aug. 8, 1908
2 m.	4.56 1-5	Jerome Steinert	H'ksv'le, L. I.	Sept. 3, 1911
3 m.	7.21	Jerome Steinert	Rye B'h, N. Y.	Sept. 12, 1909
5 m.	12.28 2-5	J. B. Hawkins	Val. Str., L. I.	Nov. 8, 1908
10 m.	23.53	Archie Rawlings	Tampa, Fla.	July 4, 1908
15 m.	34.47 4-5	I. Lewin	Val. Str., L. I.	May 19, 1907
20 m.	53.20	J. M. Eifler	Val. Str., L. I.	July 26, 1908
		Jerome Steinert	Val. Str., L. I.	Oct. 3, 1909
25 m.	1.03.10	Wm. F. Blum	Chicago, Ill.	July 4, 1907
50 m.	2.21.18	Raymond Nelson	At. City, N. J.	May 3, 1908
60 m.	2.46.00	Raymond Nelson	At. City, N. J.	May 3, 1908
100 m.	5.06.12	Thos. La Rossa	Flo'l P'k, L. I.	Sept. 10, 1911

An unpaced record for 10 miles of 26.37 2-5 was established by Jos. G. Kopsky at Grant City, Staten Island, Sept. 17, 1911.

An unpaced road record for 15 miles, of 43.29, was established by John Becht, at Valley Stream, L. I., Aug. 29, 1909.

Professional unpaced road records were established in a time trial at Los Angeles, Cal., by Fred T. Keefe, Jan. 8, 1911, as follows: 25 miles, 1.10.00 3-5; 50 miles, 2.24.00 3-5; 75 miles, 3.44.00; 100 miles, 5.02.00.

WORLD'S PROFESSIONAL AND AMATEUR CHAMPIONS.

Since Organization of Union Cycliste Internationale, April 14, 1900.

Year.	Place.	Sprint. Professional.	Sprint. Amateur.	Motor-Paced. Professional.	Motor-Paced. Amateur.
1900	Paris	Jacquelin	Didier-Nauts	Huret	Bastien
1901	Berlin	Ellegaard	Maitrot	Robl	Sievers
1902	Rome	Ellegaard	Picard	Robl	Gornemann
1903	Copenhagen	Ellegaard	Reed	Dickentmann	Andemars
1904	London	Lawson	Hurley	Walthour	Meredith
1905	Anvers	Poulain	Benyon	Walthour	Meredith
1906	Geneva	Ellegaard	Verri	Darragon	Bardonneau
1907	Paris	Friol	Aufrey	Darragon	Meredith
1908	Berlin	Ellegaard	Johnston	Ryser	Meredith
1909	Copenhagen	Dupre	Bailey	Parent	Meredith
1910	Brussels	Friol	Bailey	Parent	Hens
1911	Rome	Ellegaard	Bailey	Parent	Meredith

Goodwin Scores Again in "Journal" Meet.

Eddie Goodwin, I. A. A. C., proved invincible in the one flat-floor bicycle event on the lengthy athletic program of the benefit meet for the Christmas Fund under the auspices of the New York Evening Journal, held Tuesday, December 5, at Madison Square Garden, New York City. Two preliminary heats of one mile each were required to sift the sixteen starters down for the three miles final; the first heat was won by William VanDen Dries, N. Y. A. C.; second, Walter Raleigh N. Y. A. C.; third, C. Hausenbauer, Atlas B. C.; time, 2:54. Second heat won by Eddie Goodwin I. A. A. C.; second, J. Murphy Atlas B. C.; third, J. Townsend I. A. A. C.; time, 2:50. The final heat was marked with some very sensational riding, culminating in a killing of the old-fashioned kind when Goodwin succeeded in lapping the field and in winning added another half lap as a clincher; second, VanDen Dries; third, Hausenbauer; time, 8:01⅗.

Here's a Chance to Get a Medal.

Sol Lazarus, of New York, has offered a handsome gold medal to the member of any organized cycle club making the best time before January 1st, from the Courier Cycle Club headquarters, 1058 First avenue, New York City, to the monument on Hillside avenue, Jamaica and return, a distance of 22 miles. The best time to date for the route is one hour and 17 minutes, held by Vincent Falnotico of the Courier Cycle Club. Each competitor must give due notice of his trial to Mr. Lazarus.

Bobby Walthour's Little Daughter Dies.

Word just has been received here from Dresden, Germany, that Bobby Walthour, the popular American pace-follower who just has completed a very successful campaign on European track the past season, has met with a very grievous misfortune during the last week in the death of his second eldest daughter, Nona, and the serious illness of his wife and youngest child, Blanche. The mother and child are now in the hospital in Dresden.

Baltimore Races Indefinitely Postponed.

The motorcycle races scheduled in Baltimore, Md., on Thanksgiving Day were postponed to the following Saturday, on account of rain; but, on that day, the track at Electric Park was in such a poor condition that the meet was called off inde-

Bicycle Exports Increase Heavily.

Bicycle exports from the United States during September, 1911, showed a very material increase over those of the corresponding month of last year; the valuations being $90,620 and $58,098 respectively.

ALL INTERESTED IN CYCLING SHOULD CONTRIBUTE

Sportsmanship and Patriotism of Cyclists Appealed To — Small Contributions as Well as Large Ones Acceptable — How to Help Without Personal Expense Explained — Big Dinner at Hotel Earlington January 10th.

Subscriptions Pledged to the American Olympic Bicycle Race Fund.	
B. A. Swenson, Providence, R. I.	$10.00
H. A. Gliesman, New York	10.00
C. T. Kilborne, East Orange, N. J.	5.00
United Cyclists (Collection)	10.00
New York Division, Century Road Club Association	10.00
New Jersey Division, Century Road Club Association	5.00
R. F. Kelsey, New York	10.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New England Wheelmen	20.00

The fund for the purpose of sending an American bicycle team to compete in the Olympic road race at Stockholm, Sweden next July seems to be assured, if the correspondence being received at the headquarters of the committee can be taken as a forecast. A big meeting is to be held at Baltimore in the near future for the purpose of organizing a branch of the United Cyclists, and raising funds in that city. The New England Wheelmen of New York have pledged $20 to the fund. A large number from all parts of the country have signified their intention to contribute. The manuafcturers are becoming enthusiastic over the project, and no doubt will be liberal in their contributions. It is evident, however, that the shortness of time in which to raise the necessary $4,500 has not been realized; and it is necessary for this point to be impressed very strongly on all who desire to see an American team victorious in this race. James E. Sullivan of the General Olympic Committee has stated that in his opinion America can sweep the boards in the Olympic games of 1912, and there is not an American who would not become enthused if the wires were to tell us next July that America lead the way in every Olympic event in which this country was represented. How much more so would they feel if they had contributed to the fund for sending one of the teams over. It is not necessary that everyone should contribute $100 or even $10, or to come down lower still, $1. If every bicyclist in the country would send in 25 cents at once, the United Cyclists could tell the General Committee that a team of 12 bicycle riders would be provided for. It is now planned to hold some kind of a benefit in practically every large city of the country during the latter part of January, and the committees are now working on the plans. The oldest cycling organization—the Boston Bicycle Club—through the activity of Will R. (Happy Days) Pitman, is planning to make a substantial contribution to the fund.

Dinner to be Held at Hotel Earlington.

The plans for the dinner to be tendered by the United Cyclists in conjunction with the Motorcycle Dealers' Association of Greater New York to the bicycle, motorcycle and accessory manufacturers on January 10th are progressing rapidly, and the tickets will probably be sent out within the next week. It will be held at the Hotel Earlington, on West 27th street, New York. Prominent men in public life and the trade signify their intention of being present. Borough President Steers, of Brooklyn, has already sent in a definite acceptance of the committees' invitation. Acceptances from prominent men to serve on the Honorary American Olympic Bicycle Race Committee have also been received as follows:

"Your favor of November 29 addressed to Mr. Hamilton is before me. In connection will say that Mr. Hamilton is now in the West. I am accepting your invitation on behalf of Mr. Hamilton, and we are sure that he will be willing to co-operate with you and act on your Committee."—Fred I. Willis.

"On my return from Savannah, I found your letter of November 24th awaiting me with its very flattering invitation to be present at your banquet on January 10. You must realize how busy we newspaper men are around show time, but my interest in bicycles has lapped over to its younger brother, the motorcycle. I will somehow manage to drop in around cigar and coffee time to meet, no doubt, many old friends of bicycle days gathered round your social board, and shall also feel honored to serve on your Honorary Committee. Best wishes to your association."—John C. Wetmore, of the Evening Mail, New York.

"I have your favor of November 29 regarding the serving on the Honorary Committee of the United Cyclists, and will state that I shall be pleased to accept this appointment, and thank you for your consideration."—George M. Hendee, of the Hendee Manufacturing Co.

"I have your letter of November 21 in regard to being a member of the Honorary Committee in reference to selecting a bicycle team for contest in Europe next year, and in reply will say that I will be glad to have you use my name."—J. Lovell Johnson, of the Iver-Johnson Arms and Cycle Works.

"I am in receipt of your favor of November 21st asking me to allow my name to be used as a member of the Honorary Committee which you wish to appoint in connection with the participation you contemplate in the Olympic games to be held in Sweden next year, and in answer will say that you may have the privilege of using my name in that way."—Ludwig Nissen, New York.

"I shall be pleased to be with you at your dinner on the evening of January 10, and if you think that the inclusion of my name in your Honorary Committee in connection with the cycling representation at the Olympic games will be of any value, I shall be glad to have you use it.'—A. G. Batchelder, New York.

Governor Dix Extends Best Wishes.

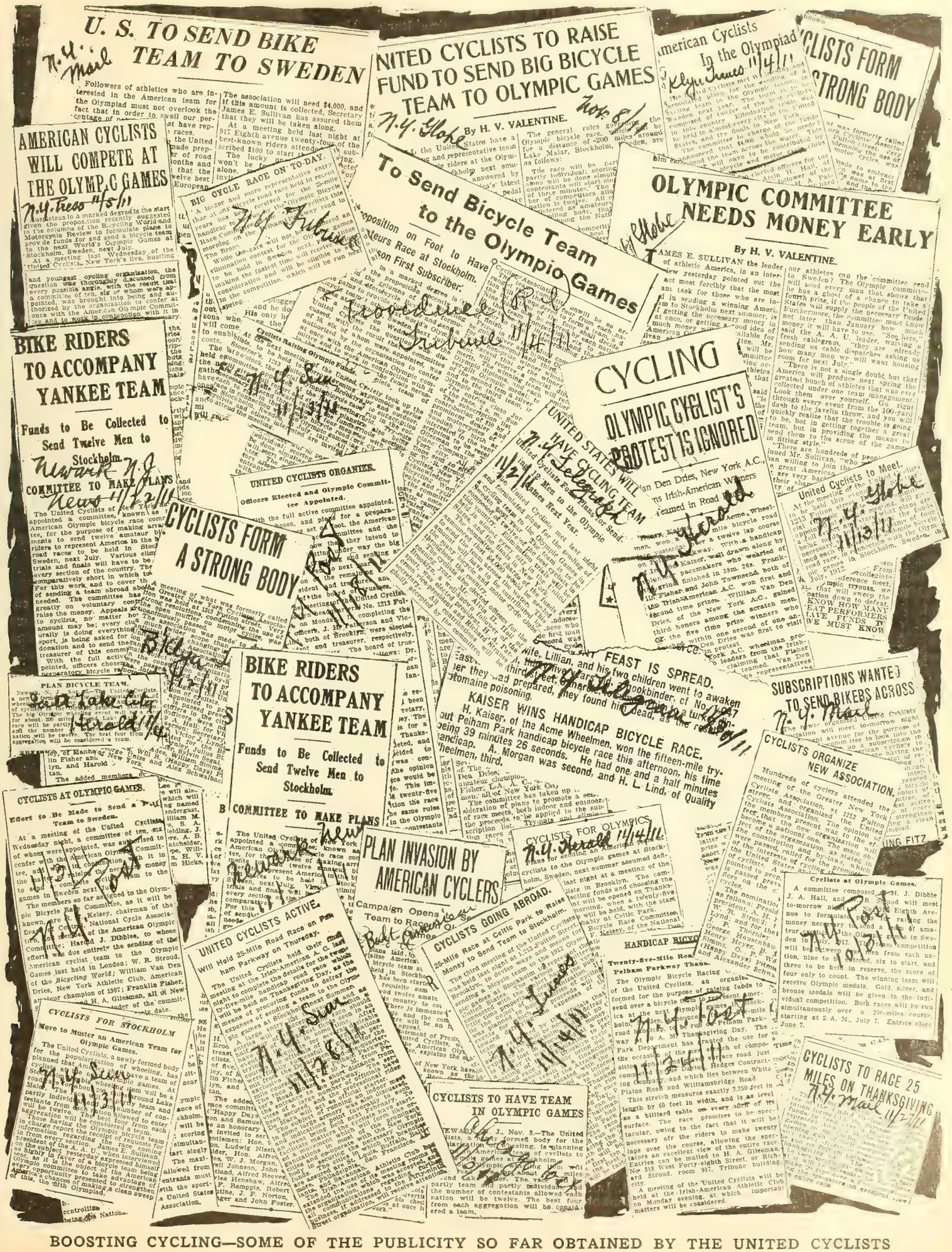
"The Governor directs me to extend to you his very best wishes for a very successful banquet on the evening of January 10."—Harry G. Underwood, Secretary to Governor John A. Dix, New York.

"In reply to your favor of the 21st ult., requesting me to serve on the Honorary Olympic Bicycle Race Committee, I will say that I am most heartily in favor of America sending a bicycle team to ride in the Olympic Road Race and therefore take pleasure in accepting the appointment.

"I have always taken great interest in cycling, and, now, of course, am more interested than ever before. The United Cyclists and the American Olympic Bicycle Race Committee of that organization have my very best wishes for success."—A. B. Swetland, President Bicycling World Co.

Tremendous Amount of Publicity Obtained.

The value of this event, and the preliminary elimination, trials and contests through the publicity obtained in the newspapers throughout the country is beyond any price to the manufacturers and the dealers. The number of these press notices that have already appeared in the various papers is nothing less than remarkable. The reproduction of a few will be found on the next page. All this has been secured in practically a month's time. Press notices are being sent out weekly to 500 newspapers in all parts of the country. This is positively the best kind of advertising for cycling that could possibly be secured



BOOSTING CYCLING—SOME OF THE PUBLICITY SO FAR OBTAINED BY THE UNITED CYCLISTS

at any cost. To-day, in this country, bicycling is in such a position that it simply needs some big move, such as these Olympic games will be and the attending publicity, to make it even more popular with the general public as a sport than it has ever been, even in the booming days of a few years ago. At that time, it was a fad. To-day, with its revival, it will be on a healthy basis, and mean a continued steady growth for the trade. The wise manufacturers and dealers are already beginning to realize what an American team winning this event would mean to them; and as soon as they do so to the full extent, there will be no further question about raising the necessary money for the expenses of the team.

Many, possibly, who do not feel that they can afford to make a contribution to the fund from their own pockets are taking advantage of the offer of the Bicycling World Company. This offer makes it possible for anyone to contribute to the Olympic fund without taking a penny from their own pocketbook, and at the same time reseiving a dual benefit for a single investment. Some are taking this opportunity to make a Christmas gift to a fellow cyclist by subscribing to the Bicycling World and Motorcycle Review for them, sending the same to H. A. Gliesman, 782 Eighth avenue, New York City, and being credited with one-half of the regular subscription price of $2.00 as a contribution to the Olympic fund.

Important Meeting Next Monday Evening.

The next meeting of the United Cyclists will be held on Monday evening, December 18, at 9 P. M., at Stoetzer's Hotel, 1213 Fulton street, Brooklyn. Very important business will be taken up, including a report of the Thanksgiving Day Race. The regular meeting will be followed by a "Dutch"—something to eat—something to drink, and a smoke. The committee have arranged for a pleasant time. Prizes won on Thanksgiving Day will be given out probably at the meeting to be held on December 27. A dinner for the officials and winners of the race will be held on Tuesday evening, December 19.

Harry Gliesman's Store Burglarized.

The store of the Tiger Cycles and Aeroplane Company, 782 Eighth avenue, New York, of which H. A. Gliesman is the proprietor, was broken into on Sunday afternoon, December 3, and a new $50 Pierce bicycle and about 75 cents in cash was taken. The store is closed at noon on Sundays, but Gliesman has occasion to return about half-past three in the afternoon, and as near as can be figured the robbery occurred about four o'clock, and the perpetrator was a boy about twelve years old, who had broken a window pane in the back of the store, and in this way reached the bolt on the back door, which admitted him. Pedals had never been attached to the bicycle he took, but this fact he evidently did not discover until he reached the sidewalk. He then apparently did not know what to do with the elephant on his hands and a policeman saw him acting suspiciously with the wheel and called to him. With this he dropped the bicycle and skipped. Why the officer did not go after him has not been explained, but at any rate Gliesman secured the stolen property by proving ownership at the police station the following day, finding his wheel there on calling to report its theft.



SUPERINTENDENT BIGGAM DINES PIERCE FACTORY FOREMEN

Department heads of the Pierce Cycle Co., Buffalo, N. Y., recently were the guests at dinner of their chief, H. F. Biggam, superintendent of the plant. Reading from left to right the party is as follows: Standing—H. G. Pauer, T. M. Rogers, H. F. Biggam, J. I. Zeitler, J. I. Miller, N. J. Dobel, G. A. Stevens, A. L. Rose, W. G. Seymour, J. Baxter, E. W. Glose. Sitting—H J. Martin. W. J. Lutz, W. H. Boone, S. C. Wilson, C. G. Kaelin, R. H. Smith, J. J. Wilson, P. L. Boehmholdt.

JAPANESE PLACE LARGE ORDERS

One Thousand Pierce Bicycles for Manishi Shokai, Yokohama—American Bicycles and Motorcycles Popular.

The Pierce Cycle Company, manufacturers of the Pierce motorcycles, Buffalo, N. Y., have closed a contract for 1,000 bicycles to be shipped into Japan within the next three months, and this will be followed, it is stated, with a like shipment a few months thereafter. The Pierce Company state that their bicycles will be sold in Japan in great volume during the coming year than at any time in the past, as their representative features the American machine in advance of English and German bicycles, which they also represent. In addition to representing the Pierce bicycles, Manishi, Shokai, Yokohama, also sell Pierce motorcycles to a considerable extent. The Pierce business abroad is of very extensive proportions, and bicycles and motorcycles are continually sold in the various Latin-American countries, England and the Phillipines, Japan and Australia. To facilitate foreign shipments, many of these orders are handled through the Oakland branch of the company.

Atlas Bicycle Club Will Entertain.

Quite the most promising program of entertainment that has been offered in some time in metropolitan cycling circles is that for the first annual smoker under the auspices of the newly organized Atlas Bicycle Club which is to be held the evening of December 16 in the assembly room at Stoetzers Hotel, 1213 Fulton street, Brooklyn. A few of the numbers, all headliners, presented are: Selections by Thomas Gougie, baritone; some new demonstrations of the mystic art by the magician, H. Newton, both gentlemen being among the most popular of Brooklyn entertainers, and the club's own well-known quartette, consisting of Messrs. Jas. Mangles, J. Hedden, J. Malone and William Smith. When the date first was announced, it was feared that it would prove detrimental to the success of the smoker, as it falls on "six-day" Saturday, but as the race is finished at 10 P. M., many cyclists are planning to attend the smoker immediately after the finish of the race, as transportation facilities are very favorable.

Morgan Finished in Second Place.

Owing to typographical error in the summary of the Thanksgiving Day race of the United Cyclists on Pelham Parkway, New York City, as published in these columns, December 2, the name of A. Morgan, unattached, riding with a handicap of one minute 45 seconds was omitted; Morgan finished in second place instead of J. Townsend as published. Morgan's time for the 15 miles was 39:41⅗.

Latest F.A.M and Club News.

TRADE EXTENDS A HELPING HAND

Shop Registration Still Climbing—235 New Members for November—Publicity Leaven Working.

Glad tidings of generous support by the trade in the campaign for new members, a healthy increase in registered repair shops, publicity assistance from the bicycle jobbers, and promise of several new clubs from enthusiastic local F. A. M. workers, make the latest bulletin from E. M. Estabrook, chairman of the F. A. M. membership committee, unusually pleasant reading. Credit for lining up the trade in support of the organization belongs to such hard workers as Estabrook and Gibson, who pitched in and showed that the F. A. M. was willing to help itself before asking help of others. In consequence, when aid was solicited it was easily obtained on the strength of what already had been accomplished.

Local workers who are organizing clubs in their cities and towns are H. A. Williams, Amherst, O.; Maurice M. Welsh, Delaware, N. J.; David Klein, Jersey City, N. J.; L. Westfort, Meriden, Conn.; John A. Curran, Jr., Cohoes, N. Y.; B. C. Wildman, York, Neb.; Rudolph Baeuerle, Philadelphia, Pa. The latter writes encouragingly of local conditions and already has 35 riders pledged for his club, with prospects of 50 when the movement gets under way.

Secretary Gilbert, of the Colton (Cal.) Motorcycle Club, which traces its ancestry back to the early part of November, reports that by-laws and affiliation will be acted on soon. Charles I. Page, a dealer in Greenfield, Mass., has joined the procession, by hanging out a registered repair shop sign, and sending out "C. Q. D." calls to local riders to join his club now in the making.

With the advent of winter and the storing of thousands of machines until the robins chirp again, the chairman suggests that riders get together often and talk over plans for next year, discussing runs and tours to interesting points. Such gatherings will help to maintain interest during the period when motorcycling largely becomes a paper or theoretical sport. Where there are no clubs it is suggested further that such meetings take up the advisability of launching a club and renting or purchasing suitable quarters.

Working the membership campaign to the limit of its possibilities, membership recruiting stations are being placed with registered repair shops. The latest shops to register and secure appointments are the following: S. P. Birkenbach Co., 17 N. Fourth street, Columbus, O.; Finch & Hayes, 275 High street, Hartford, Conn.;



C. C. WILBER
Ex-Vice-Pres. F. A. M. Eastern Division

G. W. Campbell Co., 304 W. Fourth street, Waterloo, Ia.; G. H. Westing Co., 325 N. Delaware street, Indianapolis, Ind.; S. C. Hamilton, 131 Collin avenue, Pittsburgh, Pa.; W. P. Glasgow, 104 S. Tenth street, Tacoma, Wash.; E. H. Swartz, Elwood City, Pa.; Rainsford French, Billings, Mont.; W. J. Flesh, 1627 S. Jefferson avenue, St. Louis, Mo.; J. P. Wolf, 411 W. Market street, York, Pa.

Shops which have re-registered are A. G. Schmidt (Motorcycle Exchange), 106 Whitfield street, Pittsburgh, Pa.; F. W. Anderson, 147 Hudson avenue, Albany, N. Y.; H. D. Hanna (Cuyahoga Motorcycle Co.), 803 St. Clair avenue, N. E., Cleveland, O. The F. A. M. will publish a complete list of registered repair shops in the spring, which will be distributed to all members. Therefore the chairman points out that now is the accepted time for dealers to register and secure appointments and take advantage of the publicity and profit which will accrue to them through being included in the motorcycling "400." It also is recommended that dealers give the address of their place of business in preference to post office box numbers, in order that a motorcyclist who needs shop service can locate a station easily. The value of an F. A. M. repair shop sign also is emphasized as an eye catcher and business getter, and there is promise that these signs will become familiar objects in Canada, too. Dealers who are members of the F. A. M. can register their shops free, while other dealers also can do so on the same basis after joining the organization. Dealers desiring to join or to register their shops are invited to address the transportation and facilities committee, Secretary Gibson or Chairman Estabrook.

Twenty American motorcycle manufacturers, including all the leading makers, now are sending out F. A. M. literature in the tool boxes of their machines when shipped from the factory. The Hawthorne Mfg. Co., Bridgeport, Conn., manufacturer of Old Sol lamps, and one of the strongest publicity boosters for the F. A. M., also are enclosing the booklets in their lamps. The Sun Motor & Supply Co., New York City, American representative of the N. S. U. motorcycle, also is including F. A. M. propaganda in the equipment on its machines.

It will be pretty hard to pick up a 1912 bicycle jobber's catalog and not find something about the F. A. M. in it, for 27 of the leading members of the leading members of the National Bicycle Jobbers' Association have agreed to give half a page of their next year's catalog to F. A. M. publicity. The Hendee Mfg. Co. likewise have donated half a page of their house organ, and four other makers will give space in their catalogs to booming the F. A. M. The Hawthorne Mfg. Co., Bridgeport, Conn., naturally follow suit, and the three leading trade journals, in addition to a prominent automobile and motorcycle journal, are constantly devoting prominent space to the doings of the organization.

California carried off the State membership honors in the F. A. M. scramble for

recruits during the month of November, with 57 new members. The Southern States also came well to the front, ranking second and third. The total gain was 235, and the individual increase by States was as follows: California, 57; Georgia, 31; Louisiana, 29; Pennsylvania, 14; Ohio, 10; Indiana, 9; Illinois, 8; Florida, 8; Missouri, 8; New York, 7; New Jersey, 7; Kansas, 6; Washington, 6; Texas, 6; Wisconsin, 5; Iowa, 4; Colorado, 3; Minnesota, 3; Nebraska, 3; Michigan, 3; Massachusetts, 2; Oregon, 2; Maryland, 2; Alabama, 2; Connecticut, 1; Virginia, 1; Tennessee, 1. Total, 235.

There were 84 renewals of membership apportioned among the following districts: Atlantic, 28; Lake, 24; Central, 11; Southwestern, 10; New England, 5; Pacific, 4; Gulf, 2. New membership by districts, showing distribution among affiliated and non-affiliated clubs, is detailed below:

Affiliated	District	Non-Affiliated
0	New England	3
25	Atlantic	6
28	Lake	15
34	Gulf	1
40	Peninsular	2
55	Southwestern	2
6	Pacific	2
14	Central	2

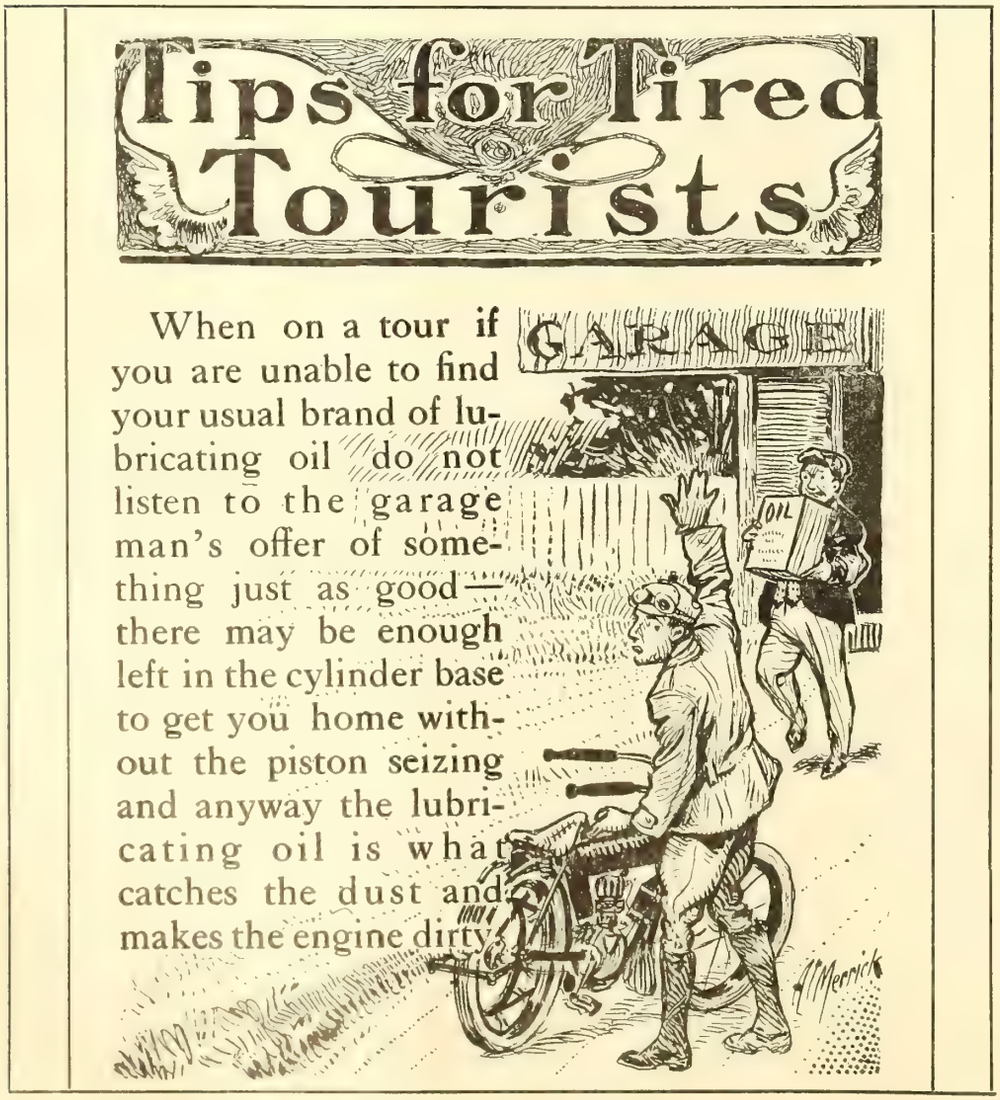
CANADIAN SITUTATION CLEARS

Pleasing Result of Recent F. A. M. Decisions Concerning Racing and Other Matters.

Toronto, Dec. 5.—Canadian motorcyclists are highly pleased at the manner in which the F. A. M. affiliation situation is shaping up. The Federation is granting privileges that the Northern riders never dreamed would be their lot to enjoy, and it is realized more and more that a huge mistake was made when the decision was reached to ignore the invitation of the F. A. M. to enter the organization.

The concession granted allowing Canadians to arrange for their own meets and endurance runs without undergoing the necessity of asking and paying for an F. A. M. sanction, has made a decided hit among the Maple Leaf enthusiasts, and has engendered a feeling of kindliness that otherwise might not have been obtainable. It is felt that the Federation has placed the Canadian clubs upon their honor to do the right thing, and the assurance is given that the Canadian riders will be good boys.

The Northerners feel highly honored that the Federation should see fit to send a representative to Toronto to confer with the clubs for a more amicable arrangement. The man selected, J. Leo Sauer, of the Legal Action Committee, will not find the Canadians a horde of Chinese insurgents, and it is not anticipated that his task will be a peculiarly arduous one. There are problems that will need untangling, but when the Federation governors obtain a first hand view of the situation, these should prove fairly easy questions. The establishment of a set of Canadian records; the division of the country into several districts; the encouragement of the formation of new clubs; the appointment of officers for representation on the F. A. M. board; these are some of the matters that will have to be threshed out. Canadians are all agreed now that the protection offered by the F. A. M., is the one best arrangement for the good of the game in their country, riders in all parts of the Dominion having voiced their sentiments favoring a relationship with the U. S. A. governing body. Numerous letters from enthusiasts everywhere have been received, expressing confidence in the F. A. M., and the path to a close alliance looks rosy.



Trade Smoker to Wind-up Chicago Show.

What is planned to be a gigantic "round up" of motorcycle prospects in a "corral" where they can mix with riders and the trade, and see what sort of men ride and sell motorcycles, and what pleasure is to be derived from motorcycling, is being engineered by the North Shore Motorcycling Club, of Chicago, in the shape of a banquet smoker to be held Saturday, February 10, the closing night of the Chicago motorcycle show. Covers will be laid for 1,000 guests, and free tickets and programs will be distributed at the show. It is intended to put 7,500 tickets and programs in circulation. The affair will be held in the banquet room of one of the leading hotels, and following the full course dinner, will be seven standard vaudeville acts and other "doings." It hardly is necessary to state that about everything smokeable except cornsilk, rope and opium will be provided in abundance. It is the largest motorcycle function ever projected in the Middle West, and, having for its object the creation of new enthusiasts, deserves all the support the local trade and clubs can give it for they will be the chief beneficiaries.

Visalia Motorcyclists Form a Club.

E. H. Dorsey was elected president of the new Visalia (Cal.) Motorcycle Club at the organization meeting. Other officers chosen were Albert Kitto, vice-president; Victor Sharp, secretary; A. B. Shippy, treasurer. Fifteen riders were present at the founding proceedings, and great quantities of "rah-rah" noise was made.

WOLTERS BEATS PREVIOUS RECORDS

In Five and Ten Mile Events at Oakland—Unrecognized as Records, However.

Oakland, Ca., Nov. 27.—As usual, "Joe" Wolters was cast in the "leading roll" in the motorcycle races at the Elmhurst motordrome yesterday. He cashed first place every time he lined up, although Ray Seymour tried hard to break the regularity of the Denverite's winning streak, but to no avail. And, as usual, "world's records," on paper, were broken. Wolters was clocked for five miles in 3:25⅗, and 10 miles in 6:54, both performances being considerably under the recognized American professional records, but because of noncompliance with the record trial rules, these figures are of but local track value.

Owing to considerable oil on the pole, Wolters rode the center of the track, so that lower his time might have been faster. Despite his defeat by Wolters, Armstrong, his team mate extracted some satisfaction, and some money too, from a double victory over the Samuelson brothers. O. C. Walker, breezed home first in the five mile amateur fandango, and C. Weaver, was the bell sheep in the two mile ramble. Summary:

Five mile open, professional—Won by Wolters (Excelsior); second, Seymour (Indian); third, Armstrong (Excelsior). Time, 3:25⅗. Record, 3:29⅕. New figures not official.

Ten mile open, professional—Won by Wolters (Excelsior); second, Seymour (Indian); third, Armstrong (Excelsior). Time, 6:54. Record, 7:01⅘. New figures not official.

Three mile open, professional—Won by Wolters (Excelsior); second, Seymour (Indian).

Two mile open, professional—Won by Armstrong (Excelsior); second, T. M. Samuelson (Indian); third, W. M. Samuelson (Indian). Time, 1:27⅗.

Five mile open, amatuer—Won by O. C. Walker (Indian). Time, 4:11⅘.

Two mile novice—Won by C. Weaver (Indian). Time, 2:24.

Texans Hold Interesting Races.

On November 30, the San Antonio (Texas), Motorcycle Club held its best and probably its last race meet for the present season. The meet was run off without an accident of any kind, and as the track was in very good condition some good time was made. The star of the meet was O. Leoloff, mounted on a Thor IV who was entered in five events, and took first place in each with the exception of the seventh, which was a free-for-all for the Hendee cup, and was won by H. B. Wickwire on a 7 Indian. Wickwire and O. Leoloff traveled neck and neck for the entire distance of nine miles, but the former had the speed on the stretch which won the event for him. Summary:

Twelve miles (16 laps), 30½ class—Won by O. Leoloff (Thor); second, H. B. Wickwire (Indian); third, E. L. Miller (Indian). Time, 13:41.

Match race, 30½ class, 6 miles (8 laps)—Won by O. Leoloff (Thor); second, G. Owfer (Waverly).

Twelve miles (16 laps), 61 class—Won by H. B. Wickwire (Indian); second, M. Derr (Indian); third, E. L. Miller (Indian). Time, 12:54.

Match race, 61 class, 9 miles (12 laps)—Won by E. L. Miller (Indian); second, M. Derr (Indian). Time, 5:32.

Fourteen miles (18 laps), 30½ class—Won by O. Leoloff (Thor); second, E. L. Miller (Indian). Time, 14:27.



O. LEOLOFF, STAR AT SAN ANTONIO

Nine miles (12 laps), handicap, 61 class and under—Won by O. Leoloff (Thor); second, E. Eckenroth (Excelsior); third, M. Derr (Indian). Time, 9:32.

Nine miles (12 laps), free-for-all for Hendee cup—Won by H. B. Wickwire (Indian); second, O. Leoloff (Thor); third, M. Derr (Indian). Time, 9:35.

Big Indoor Track For Chicago.

The Association of Commerce, in Chicago, has perfected plans for a $2,500,000 structure to be called the White Sox Exposition Building, which will provide the largest and finest indoor motorcycle track in the United States, as well as a place for holding exhibitions and conventions, with a seating capacity of 35,000 people. The building, it is planned, will be several times larger than the Coliseum, and will be suitable for athletic fetes of every description. The new building receives its name from the famous ball park "The White Sox," which will be directly opposite. It is expected the building will be ready for use early next season.

FAST RIDING AT OAKLAND SAUCER

Wolters Makes a Clean-up in Open Pro. Events—President Hamilton a Spectator.

The Excelsior riders scored a clean victory in the professional events which were held at the Elmhurst Motordrome, Oakland, Cal., December 3, while the Indians took the victory in the amateur races. Wolters continued to hold his place as "speed king" and while he lowered none of his previous records, nevertheless, he did some fast work. He took the first heat of the professional handily from his team mate, Armstrong, averaging a mile in 0.41⅕. In the final he again defeated Armstrong, covering the six miles in 4:09⅕. The ten mile free-for-all was also an easy victory for Wolters. He got off first and held that position throughout the race, although in the seventh lap he was being pressed closely by Armstrong when the latter threw a tire and was forced out of the race, Balke taking second place and W. Samuelson, the Indian rider ,third.

In the two mile special race for professionals, W. Samuelson out-jockied Albright for the first place in the last eighth of a mile of the race. Albright looked to have the race well in hand when Samuelson shot out from behind and came under the tape the victor by several yards. Kohl, an added starter, riding an Indian, captured the five mile amateur race from Oberg and Lorenzen. President G. H. Hamilton of the F. A. M. was a spectator and was highly pleased with the races. He says that the Oakland saucer is one of the fastest in the country. Summaries:

Three mile professional in two heats; first heat—Won by Wolters (Excelsior); second, Armstrong (Excelsior); third, W. Samuelson (Indian). Time, 2:04. Second heat—Won by Balke (Excelsior); second, Ward (Indian); third, T. M. Samuelson (Indian). Time, 2:13.

Six mile professional, final—Won by Wolters (Excelsior); second, Armstrong (Excelsior); third, Balke (Excelsior). Time, 4:09½.

Two mile amateur, 30½ class, stock machines, fully equipped—Won by Martin (Indian); second, Weaver (Indian); third, McVey (Indian). Time, 2:19.

Two mile professional, special race—Won by W. Samuelson (Indian); second, Albright (Indian); third, T. Samuelson (Indian). Time, 1:31⅗.

Ten mile professional, free-for-all—Won by Wolters (Excelsior); second, Balke (Excelsior); third, W. Samuelson (Indian). Time, 6:57⅗.

There are 3,655 motorcycles registered in Massachusetts. This is an increase of 50 per cent. over 1910.

Thanksgiving Day Races in Florida.

Cold winds scared off several of the entrants in the motorcycle races of the Jacksonville (Fla.) Motorcycle Club, at Moncrief Park, Thanksgiving Day, November 30, but the handful of game speed merchants who refused to be intimidated by old Boreas, gave the large crowd present plenty of opportunity to stimulate their circulation and keep warm. "Pinkie" Edgar was the hero of the meet, winning the city championship and two other choice firsts. Felton Rawlings, outclassed the other professionals so far that he loafed and the officials did not bother to time him. Camplejohn salted away first place in the private owners scramble, and Mitchell Yeager batted out the winning sprint in the single cylinder everybody out for 10 miles. Summary:

Five mile private owners, single cylinder, belt drive—Won by P. Camplejohn (R. S.). Time, 7:52.

Ten mile free-for-all, stock singles—Won by Mitchell Yeager (Indian). Time, 15:30.

Ten mile city championship, singles—Won by Edgar (Indian). Time, 12:40.

Ten mile stock, twins—Won by Edgar (Indian). Time, 12:50⅘.

Twenty mile handicap—Won by Edgar (Indian). Time, 21:30⅘.

DeRosier Entertains Coast Correspondents.

Los Angeles, Cal., Dec. 8.—Jake DeRosier is back from "Lunnon town," New York, Chicago and other points East. As soon as it become known that he was in town the correspondents flocked to him for something new about his experiences abroad. "The real crowd follows the motorcycle sport in England," he said, "and business and professional men have their motorcycles as well as their limousines. And they ride their motorcycles, too. In one race on Brooklands, I rode against a field of contestants reputed to be worth a million pounds or $5,000,000 in the aggregate." DeRosier's leg which was hurt in a spill at Guttenburg, N. J., is still insurging, and he says that he will not ride for some time.

Planning Big Race For Indianapolis.

Following out the idea suggested by E. G. Baker, the Indianapolis motorcyclists want to pull off something big on July 4 next, in the way of an international motorcycle race on the Indianapolis Motor Speedway which is just outside of the city limits. It is reported that some good live men are interested in backing the proposition. Baker, not long ago, went out on the speedway and tore off a mile in 40 seconds against a stiff, cold wind. He made the circuit a great number of times and broke all Indiana "records," and after finishing his performance declared the brick track was great for motorcycle racing and would be an ideal place for a race meet.

The Indiana Motorcycle Club, of Indianapolis, at a recent meeting, decided to go ahead with the plans, having in mind the 500 mile automobile sweepstakes which were held on the Speedway last year, and feel certain that large enough inducements could be offered to get the best riders in the world entered in the race. Carl G. Fisher, president of the Speedway Association, has shown some interest in the proposed motorcycle event and the proposition is to be put before him officially by the Indiana Club next week. President G. H. Hamilton and F. I. Willis of the F. A. M., are reported as also being interested and in favor of such an event.

Late Doings in the Blue Grass State.

Louisville, Ky., Dec. 8.—The Louisville Motorcycle Club has the "come back" habit, and has retaken possession of its former quarters at 444 Fourth street. After deciding to return to its old rendezvous the club turned painters and decorators loose on the premises and they remodeled the rooms in classy fashion. Now the club has quarters to be proud of, and with this as a prime attraction, is waging a vigorous campaign for new members. It already is the largest and most active club in the Blue Grass State.

Motorcycles are "catching on" in business lines in this city in an encouraging way that indicates a big demand from this field later. The Diamond Rubber Company branch is using a Thor IV for errand and delivery work. To find out how well motorcycles are adapted for its requirements the Louisville Lighting Company just has commissioned a Thor IV, and if it "makes good," eight more will be purchased. Armour & Co. have an Indian and Harley-Davidson, both singles, in service.

An echo of a famous motorcycle swimming party one day last summer, was heard in court last week, when 15 riders of a well known make of machine were fined $9.01 each for hanging their clothes on a hickory limb and failing to stay in the water. The modern Garden of Eden was located on a creek about 15 miles from the city, and while the party was in the midst of their ablutions the police descended on them, took their names and summoned them to court. Chorus of the unfortunate 15: "We will now take our swims in a bathtub."

New York's Long Promised Motordrome.

If New York City doesn't have a board motorcycle motordrome next season it will not be for lack of prospective builders. To the three or four promoters who already are talking about putting up a track, has been added the Metropolitan Motor Racing Association, composed of well known newspaper men, who conducted a few motorcycle meets at Guttenberg, N. J., this fall. They have interested some wealthy automobilists in a motorcycle track, and are quietly formulating plans, although nothing definite has been done yet except considering several sites and securing estimates on land and lumber.

Heard In and Around the Trade.

The Fisk Rubber Co., Chicopee Falls, Mass., is building an addition to its plant.

There are 200 motorcycles in use in Reading, Pa. A 50 per cent. increase is looked for next year.

Voss Bros., Peoria, Ill., will sell Excelsior motorcycles for 1912. They had the same agency this past year.

David Stoetzel, 407 Francis avenue, Schenectady, N. Y., has secured the local representation for Flanders motorcycles.

William Greenspun, 839 Main street, Bridgeport, Conn., has secured the agency for the Flying Merkel. He reports having already sold 25 machines.

Boshen Bros., West Orange, N. J., have closed for the Excelsior for next year. Heretofore they have represented the Reliance.

Rullman Bros., of Louisville, Ky., who conducted a motorcycle store at Broadway and Barrett streets, have shut up shop and retired from the business. They held a sub-agency for the Indian.

Austin W. Burges, Houston, Texas, one of the leading motorcycle dealers of the Southwest, has been appointed South Texas distributor for the Excelsior. He already handles the Indian and Merkel.

Walter Bowers, 1194 N. High street, Columbus, Ohio, has embarked in the motorcycle business. He has secured a sub-agency for the Indian, and will operate a complete repair shop in connection.

Percy Drummond, Newark, N. J., the well known racing man, has become connected with the new Indian agency which Walter Goerke, also a former racing star, has opened in that city. Drummond will have charge of the repair department.

One of the largest motorcycle orders ever placed in the Middle West is that of C. H. Lang, Chicago, Ill., who has contracted with the Harley-Davidson Motor Co., Milwaukee, Wis., for 1,000 machines for 1912. He sold nearly 700 machines this year.

G. C. Sterling, who has covered New England for several years in the interests of the Penn Rubber Company and the Boston Tire and Rubber Co., of Boston, Mass., has resigned to become identified with the Hub Cycle Co., of Boston in the same capacity. He will travel his old district where he has a wide acquaintance in the trade.

Los Angeles, Cal., seems i na pretty fair way to hold its title of "The Motorcycle City" for 1912 without being hard pushed. The Harley-Davidson Motor Co., Milwaukee, Wis., has shipped its first coast carload to its local agents, the Appeal Mfg. & Jobbing Co. The past season eight carloads of Harley-Davidson's checked in at the Angel City, and for the coming sales year between 12 and 15 carloads will go through in addition to smaller shipments.

THE *Ful-Floteing* SEAT A TIRE SAVER

Read the following letter from the United States Tire Company:

MR. A. L. JOHNSON, Rockford, Illinois.

Dear Sir:--We are in receipt of a business card bearing your name and also a statement in lead pencil that indicates that you are complaining of rim cut tires.

We just wonder if you ever stop to consider the conditions under which motorcycle tires are used. There is not a tire concern in the United States making motorcycle tires but what is having more or less rim cut tires, at the present time, and they are going to continue having this trouble until certain things are corrected.

A great deal of time and thought has been put into designing and bringing out a front fork having a spring that will take up the concussion of the road. There is only one machine on the market today however, where the same thought has been expended on the rear wheel. The rear wheel carries all the load--it strikes the same obstructions that the front wheel strikes. It strikes them harder because it has more weight behind it. Therefore, there is more necessity for some provision to take up the shock of the road in the rear fork, but absolutely no provision is made except in the tires and in the saddle spring, and almost every rider will tell you when you ask him why he does not keep his tire inflated hard so as to prevent rim cutting, that it is impossible for him to ride the machine with any comfort if its tires are blown as hard as we tell them they should be.

Your worst trouble comes in the rear wheel. You seldom see rim cut tires on the front wheel. If the fault was entirely in the tires the front tire would rim cut the same as the rear. When you take the tire off the rear wheel and place it on the front wheel, the trouble stops, if it has not gone too far before the change has been made.

We have studied the situation carefully and have made one or two changes in the construction of our tires. There is no question but what these little changes will help, but the real answer lies in improving the conditions under which the tires are used.

Very truly yours,

UNITED STATES TIRE CO.

The Ful-Floteing Seat is manufactured under United States Patents, and we will vigorously prosecute all infringers.

HARLEY-DAVIDSON MOTOR COMPANY

157 C Street **Milwaukee, Wis.**

PROGRESS SHOWN AT BRITISH MOTORCYCLE OLYMPIA

(Continued from Page 520)

Handlebar control very properly is the ruling form of motor control in the new models, but it would appear that there is much room for simplification. In fine, levers are too numerous; a series on the handlebar, two or three for the feet, a hand pump and an occasional lever for some other purpose. These multitudinous fittings should be dispensed with for after all the essential feature of the motorcycle is simplicity.

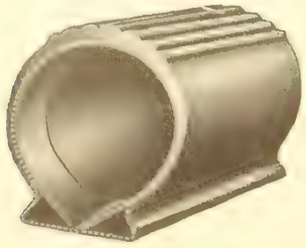
Ladies models show an increase, but it hardly can be said that this type either is handsome or really accessible, both highly desirable results to achieve popularity with the class for whom they are intended. Frame construction follows past standards, the double truss keystone type with triangulated steering head and the well-known Druid pattern spring fork comprising the ensemble. Examples of the open tubular or pressed steel frame are also in evidence.

In keeping with the demand for greater comfort there is offered the Wooler with both wheels mounted on spiral cylinders in cartridges, and the P. V. with its pivoted rear forks, one end being built to rock in a cradle formed by arched spiral springs embracing the curved seat column, while the opposite end carries the rear axle. This construction appeals as one of the most sensible efforts to attain comfort that the show has produced.

Nevertheless it would seem that bow springs for front and rear wheels offer the only true solution of the vibration trouble which the motorcyclist is heir to. No spiral spring can be made to iron out the oscillations created by road inequalities as can the laminated type.

New Combination Clinch Bicycle Tire.

The United States Tire Company just has placed on the market a new type of double tube clincher bicycle tire, known as a combination clinch. The illustration plainly shows the construction of this new tire.



CROSS-SECTION SHOWING NEW U. S. BICYCLE TIRE

This tire is unique in that it possesses all the strong rim-gripping qualities of the double clinch, and at the same time can be used with equal facility on the single clinch or double clinch rim; in fact, the term "universal" would fittingly indicate its adaptability.

"America Wins the World's Greatest Bicycle Race"

If this message is flashed across the cables from Sweden and then over the wires to all parts of this country on July 7th next, announcing that American riders have won the world's greatest bicycle race—the 200 mile road race in connection with the Olympic Games—there will not be an American man, woman or even a child, who is old enough to know what it means, but will be all enthusiasm, if there is a spark of patriotic sporting blood in them, and how much more gratified would they feel if they had done their share toward paying the expenses of sending the team over. James E. Sullivan, of the General Olympic Committee, says:

"America Can Sweep the Boards in All the Events of the Olympic Games"

Wouldn't your blood tingle when you heard that America had been victorious over all other nations in this peaceful conflict and that the athletes of this country had proven their supremacy of the world, and wouldn't you feel all the more gratified and proud if you could state that you are a member of the organization that sent the winning bicycle team over and had contributed to their expenses as representatives of this great nation of sports loving people?

There Is Not a Man With a Drop of Sporting Blood in Him

who does not want to do his share toward an American team winning this bicycle race, which would not only prove that American amateur bicycle riders are the best in the world, but that American mechanics who build the bicycles, with their attachments, and the machines that make the parts are far above those of any other nation.

SEND IN THREE DOLLARS TODAY WITH THE FOLLOWING BLANK and you will then become a member of the United Cyclists (with your dues paid for six months) a branch of which is now being formed, or will be, in your city, you will be credited with one dollar contribution to the American Olympic Bicycle Race Fund, and by special arrangements with The Bicycling World Company you will receive The Bicycling World and Motorcycle Review for one year (52 issnes), the regular price of which is $2. Perhaps you are already a subscriber to the paper, then send in the $3 just the same and the name and address of some friend who is interested in cycling, and notice will be sent him that you have subscribed to The Bicycling World and Motorcycle Review for him for one year, as a Christmas gift, and at the same time you will be credited with the one dollar contribution to the Olympic Fund and six months' dues in the United Cyclists, and you can say next July: I AM A MEMBER OF THE ORGANIZATION THAT SENT THE WINNING BICYCLE TEAM TO THE OLYMPIC GAMES AND I CONTRIBUTED TO THE FUND.

FILL OUT THIS BLANK AND SEND IT IN NOW

H. A. GLIESMAN, 782 Eighth Ave., New York.
Special Committee of the United Cyclists.

Enclosed please find three dollars for which I am to be credited with six months' dues in the United Cyclists; one dollar contribution to the American Olympic Bicycle Race Fund, and I am to receive The Bicycling World and Motorcycle Review for one year (52 issues).

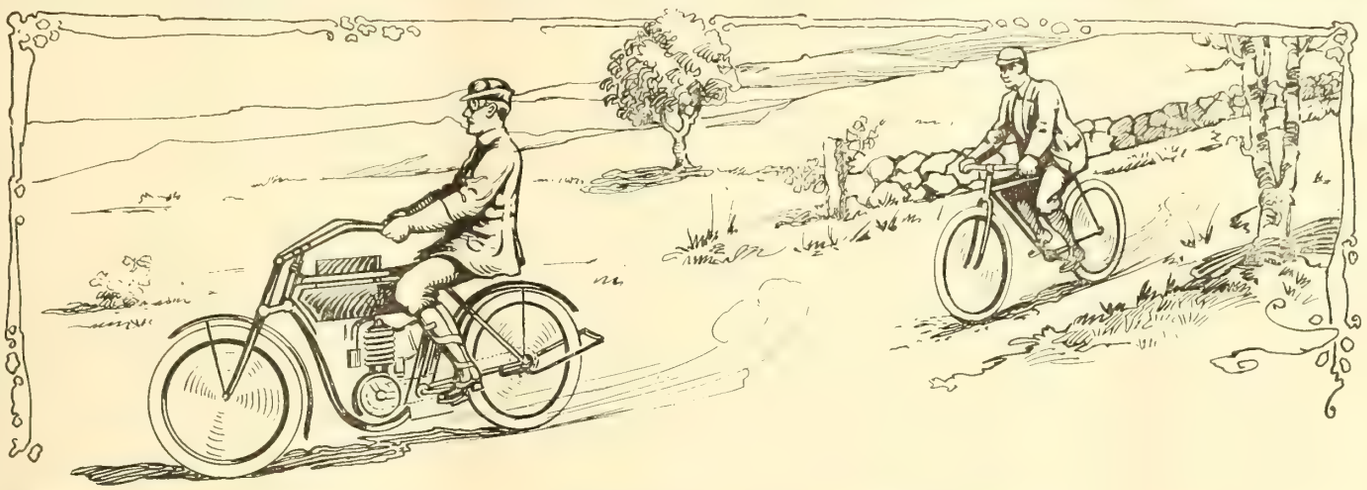
Name .....

Address .....

City and State.....

THE UNITED CYCLISTS

914 Tribune Building New York





Stock Guaranteed

NEW DEPARTURES

For 191

Improved coaster brake for bicycles.
Improved coaster brake for motorcycles.
Improved bicycle bells.
Improved knock-out axle motorcycle front hub.

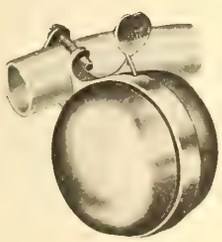


Front hub for bicycles and motorcycles.



Plain rear hub for bicycles.
New Departure cyclometer.
Security cyclometer.

"Perfection" trouser guard.
"New Departure" trouser guard
New Departure lubricant.

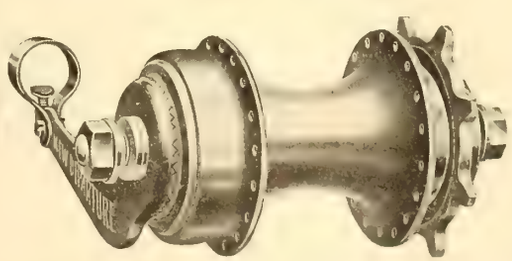


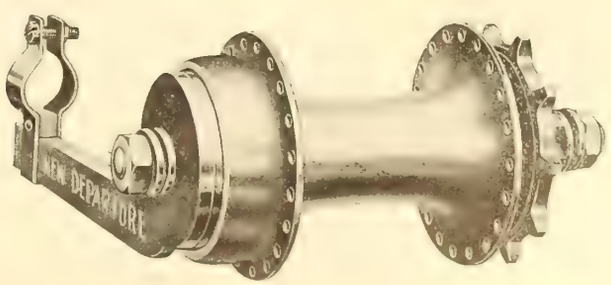
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.



THE NEW DEPARTURE MANUFACTURING CO.

COASTER BRAKE LICENSORS
Bristol, Conn.





THE HAVERFORD 1912 "BIG FOUR"

It's the motorcycle complete

embodying Bosch High Tension Magneto and Schebler Model "H" Carburetor and such features as these: long stroke 4 h. p. upright engine, aluminum crankcase, leaf spring truss fork, 28-inch studded tires, Persons "Champion" motor seat, "Rough Rider" grips, automatic stand and speed of 55 miles an hour. It is the comfortable motorcycle that necessitates a minimum of repairs. It's the motorcycle that is causing no little furore among riders from coast to coast and from boundary to boundary. It sells in your territory for **$175,** f. o. b. Philadelphia. Get our proposition to Agents and Riders—it's a liberal one and makes for a comfortable profit.

THE HAVERFORD CYCLE COMPANY, 826-827-829 Arch St., Philadelphia, Pa.

BRANCHES—411 Market Street, Philadelphia; Buffalo, N. Y.; Washington, D. C.; Newark, N. J.; Atlantic City, N. J.

THE HAVERFORD 1912 "BIG FOUR"

"Whitney" Chains Are Built for Strains



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through. From Los Angeles to New York, beside myself pulling 150 lbs. of extra baggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

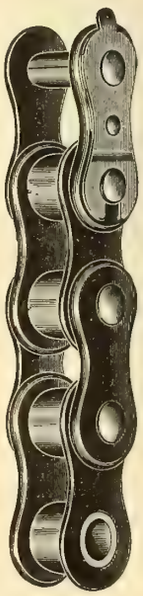
I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

A. H. HELGESON.

733 Ottawa St., Los Angeles, Cal.



THE WHITNEY MFG. COMPANY, Hartford, Conn.

MESINGER

MOTORCYCLE SADDLES

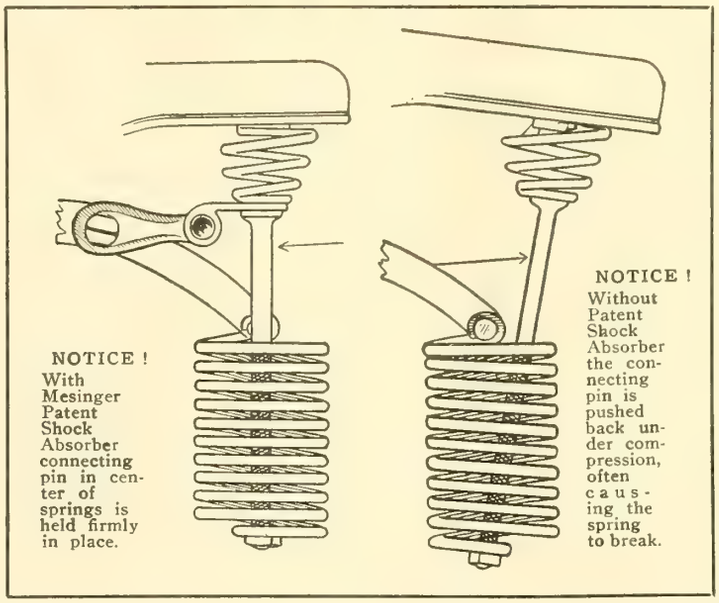
are scientifically designed and carefully constructed—NOT simply put together. That's why MESINGER workmanship and quality produce COMFORT.

"Ask the Rider and Watch Him Riding"

Where is there another saddle so cleverly designed to meet the rider's principal requirements of an easy position and of endurance under any and all conditions? Follow the example of the leading motorcycle manufacturers and insist upon having the MESINGER saddle. Our 1912 Catalog ready in a few days.

H. & F. MESINGER MFG. COMPANY

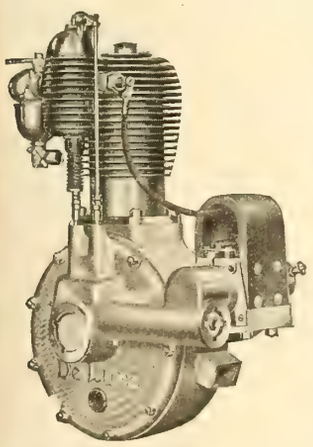
1801-1807 First Avenue NEW YORK



NOTICE! With Mesinger Patent Shock Absorber connecting pin in center of springs is held firmly in place.

NOTICE! Without Patent Shock Absorber the connecting pin is pushed back under compression, often causing the spring to break.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

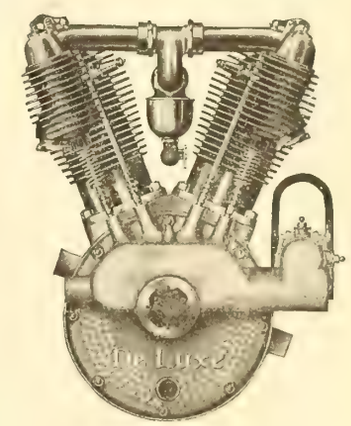
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder
Five H. P. Single Cylinder
Seven H. P. Twin Cylinder
Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.



The F. W. Spacke Machine Co.

INDIANAPOLIS, IND., U. S. A.

PITTSFIELD

Jewel Mica Spark Plugs

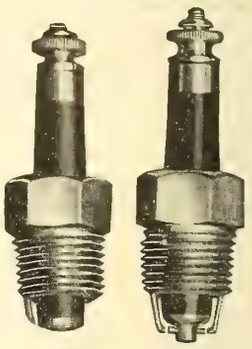
Will Not Short Circuit Under Severest Conditions

TEST them with others. The insulation of compressed mica cannot break and they never leak. Firing points are of a special alloy that withstands heat without oxidization. Designed especially for high speed motorcycle engines. Sparking is sure and perfect. These plugs have stood the test of time and experienced motorcyclists always demand them. Single and double points. All standard threads.

PITTSFIELD SPARK COIL CO., Dalton, Mass.

SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42nd St., New York City. *Central States, Brown & Caine, 1517 Michigan Ave., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco, Los Angeles and Fresno, Cal., Seattle and Spokane, Wash, Portland, Ore. *Canada, Russell Motor Car Co., West Toronto, Canada.
*Full line carried.

Pittsfield Motorcycle Spark Coils are as perfect in their make-up as the Plugs. Write to-day for our catalog.



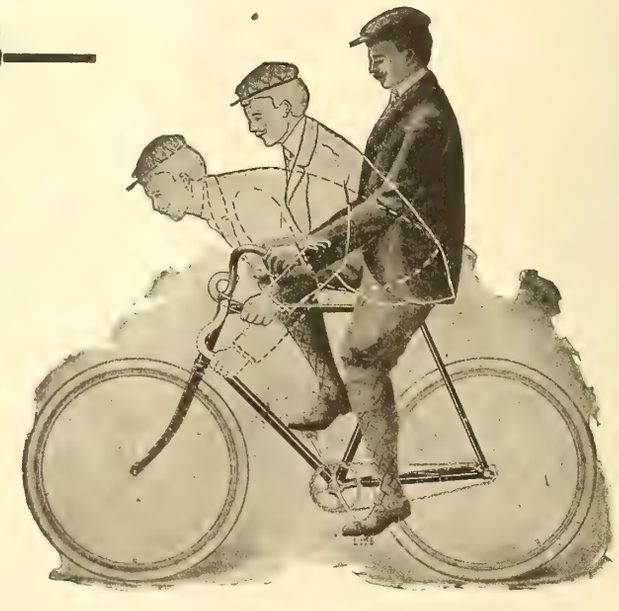
Battery Plug $1.00 Magneto Plug $1.25

Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

Sales are stimulated when the Kelly is an equipment feature.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

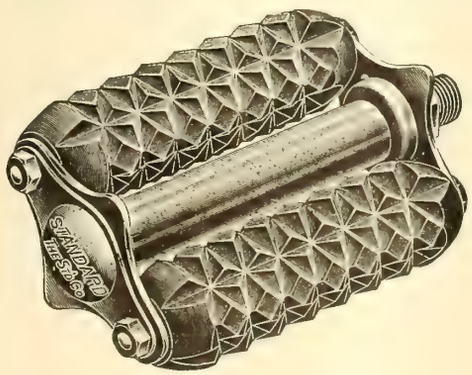
FREE—Our Handy Ruler.

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.



"Auxiliary Saddles"

The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

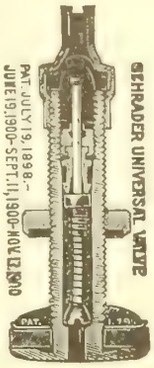
No. 3 STANDARD MOTORCYCLE PEDAL

Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

Our products for the cycle trade include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY, Torrington, Conn.



SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

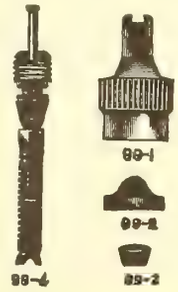
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



SCHAFER BALL BEARINGS

(MADE IN GERMANY)



are the most suitable bearings for motorcycles

Because

They withstand vibration due to the strong cage and large number of steel balls.

SCHAFER BALL BEARINGS are used throughout the *De Luxe* motor and two speed transmission for motorcycles manufactured by F. W. Spacke Machine Company, which fact proves that SCHAFER BALL BEARINGS stood up under the most severe tests before being adopted and that the best bearing regardless of cost is being used on the *De Luxe* motor and transmission.

BARTHEL, DALY & MILLER
42 Broadway New York



Flat Bracket Fastens to Back of Lamp

ARRANGED TO FIT ANY MAKE MOTORCYCLE

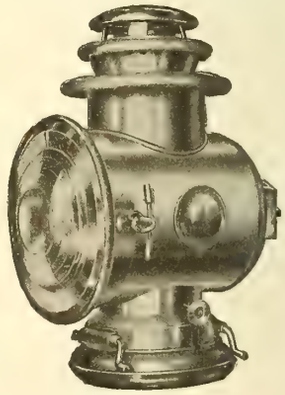
Furnished with Single Flat or Double Fork Brackets

H A M ' S

COLD BLAST

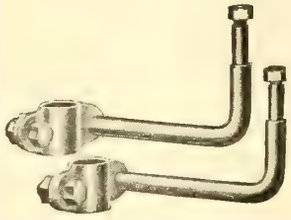
Motorcycle Lamp

Burns perfectly. Produces a brilliant light. Handsomely designed and beautifully finished in brass, nickel plate or rich enamel colors.



Burns Kerosene Oil

NEVER FAILS



Write for Catalog and prices

C. T. Ham Mfg. Co.
ROCHESTER, N. Y.

KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
Racine, Wis.

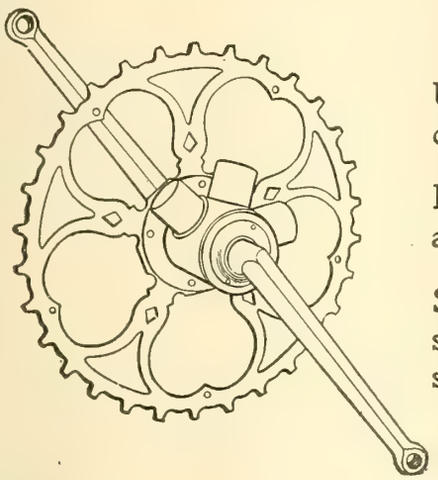
Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

FAUBER HANGERS



Used wherever quality is found.

Known as well as the bicycle.

Supplied in standard and special sizes.

Great Western Mfg. Co., La Porte Indiana

Makers of CROWN, ADLAKE and CYRUS BICYCLES and FAUBER HANGERS

The Way to be Satisfied

If you want to be satisfied that your new motorcycle will be efficient and reliable be sure you specify

BOSCH

BOSCH MAGNETO CO., New York

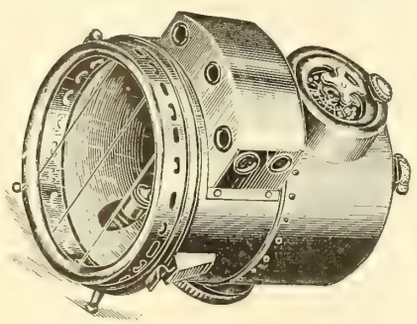
Detroit Chicago San Francisco Toronto

Can You Beat It?

A nickel plated "Close Coupled" Searchlight and generator.

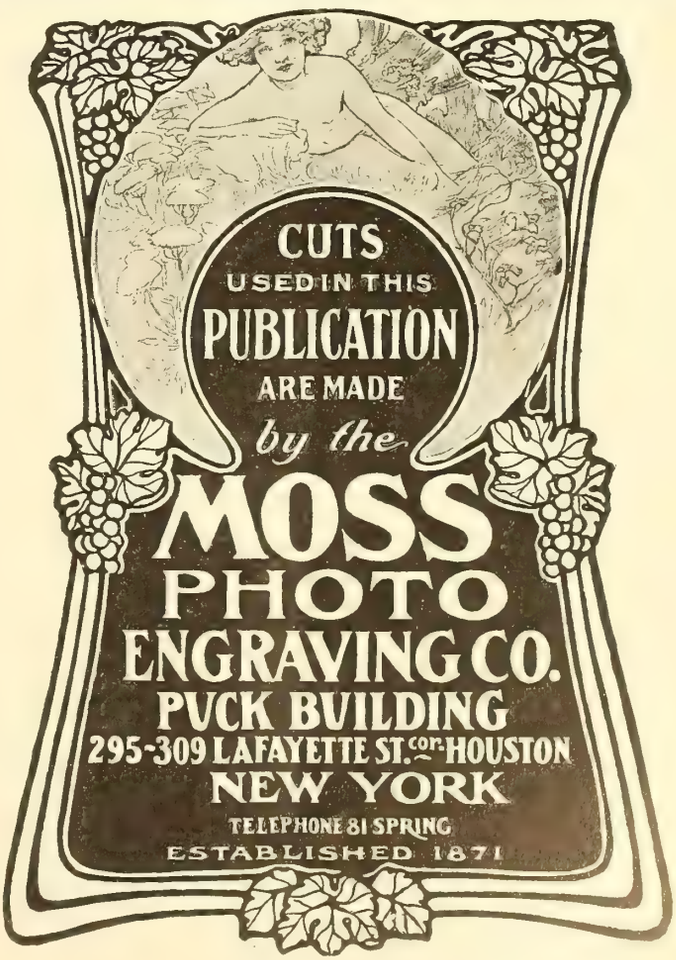
Absolutely the HANDSOMEST and BEST motorcycle lamp made.

No. 90 with rear prop
No. 90A with side props



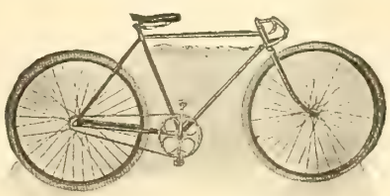
Price $6.00

THE MOTOR CAR EQUIPMENT CO.
55 Warren St. NEW YORK CITY



A PROFIT LEADER

As an introduction, we offer you a wheel equal in all respects to the highest priced on the market, but at price usually charged for the cheapest.



Exclusive Agencies Open

Write for bicycle catalog of fast movers.

MOTOR CAR SUPPLY COMPANY
1451-53-55 Michigan Blvd. CHICAGO

Fine Trade, Fine Profit, Fine Premiums for Dealers



EVERY dealer of bicycle supplies should handle NEVERLEAK, the well known tire fluid which automatically heals tire punctures "on the jump" without the rider having to dismount. It is the only legalized tire fluid on the market and for years has had a big sale everywhere.

NEVERLEAK TIRE FLUID

offers you fine trade, fine profit and fine premiums. These are REAL premiums —not a cheap or common one among them. It costs you nothing to find out about NEVERLEAK. Write us to-day and send us your jobber's name.

BUFFALO SPECIALTY COMPANY. Buffalo, N. Y.

SPLITDORF MAGNETO

"Always There"

PERFECT SCORES by SPLITDORF EQUIPPED Flanders 4's in the recent annual endurance run of the North Shore M. C., Chicago, are just an indication of the development of the future.

SPLITDORF IGNITION is RIGHT—the largest manufacturer EQUIPS with SPLITDORF because he is convinced it is the BEST FOR MOTORCYCLE WORK.

SPLITDORF PLUGS are STANDARD among the wiseacres—racing men and road pluggers stand pat on their marvelous efficiency.

BE CONVINCED — SPLITDORF IGNITION is the IDEAL IGNITION and ALWAYS THERE. Insist upon SPLITDORF EQUIPMENT.

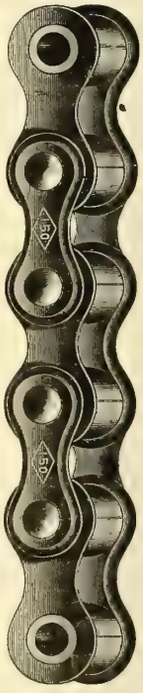
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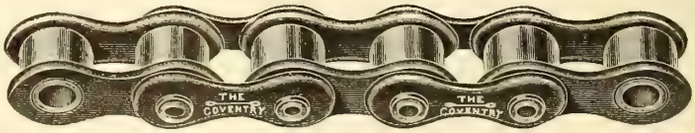
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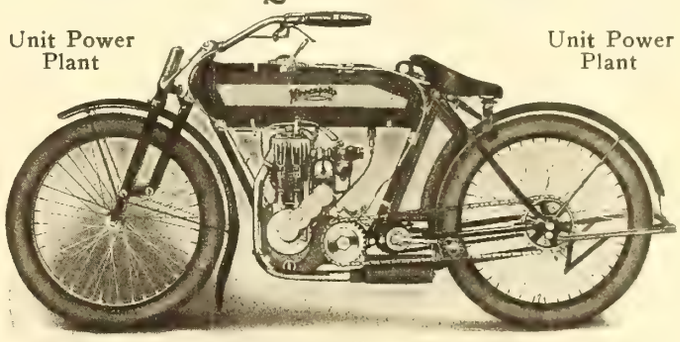
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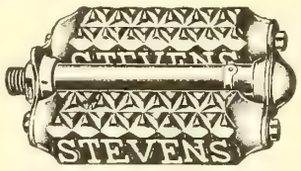
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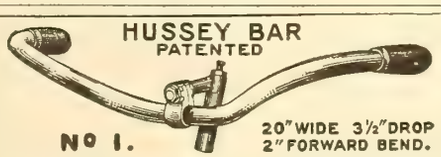
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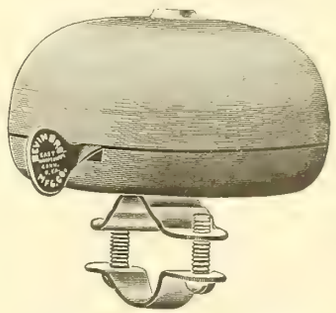
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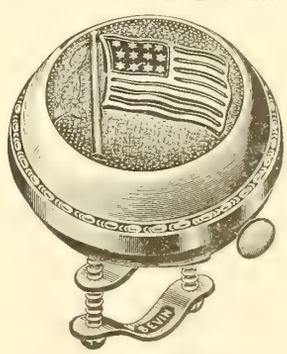
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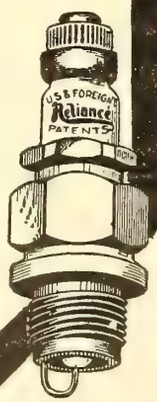
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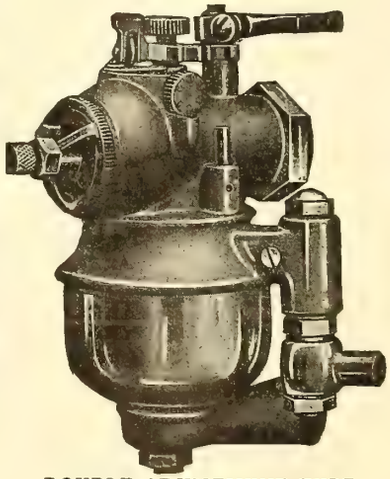
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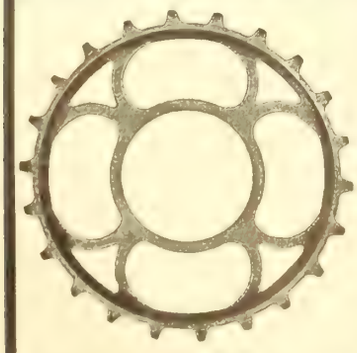
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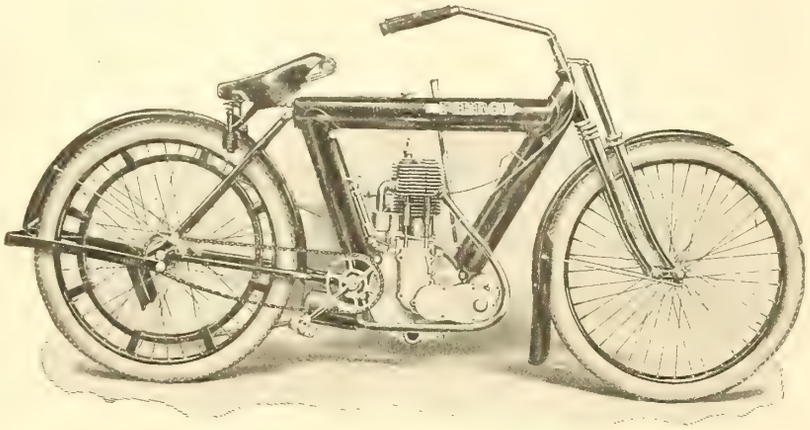
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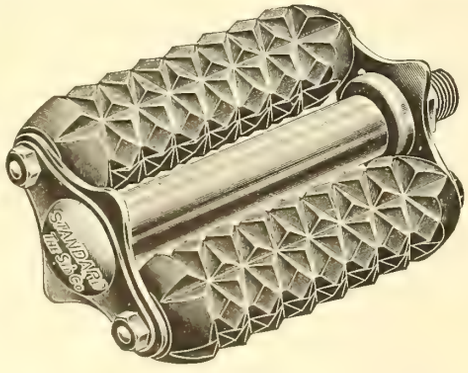
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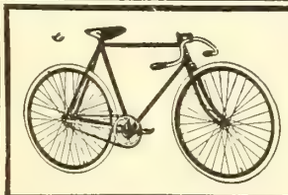
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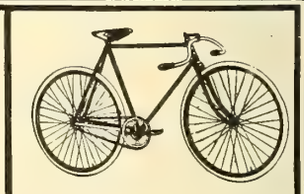
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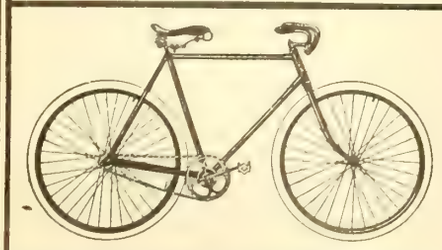


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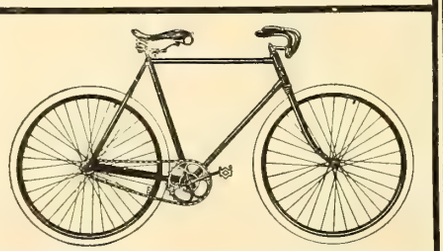


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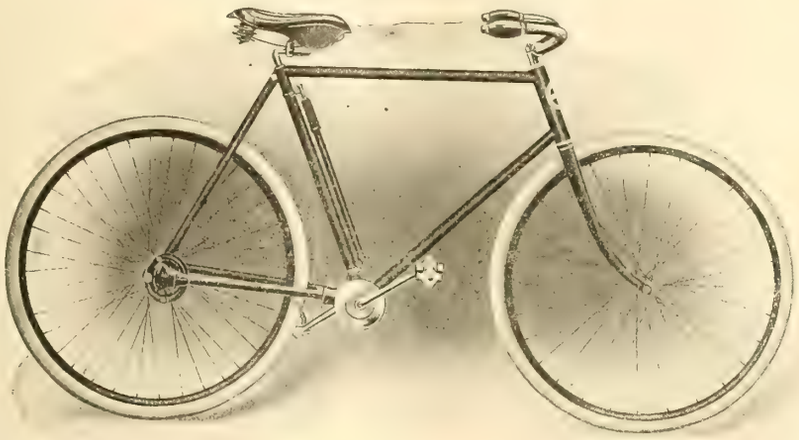
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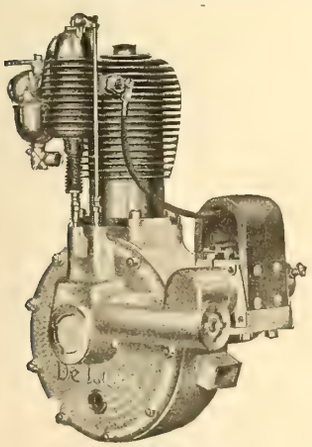
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Pope Chainless Bicycles Give the Greatest Satisfaction to the Rider and the Largest Profits to the Dealer.

Write Today for Literature and Our Proposition to Dealers.

THE POPE MANUFACTURING CO., Hartford, Conn.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

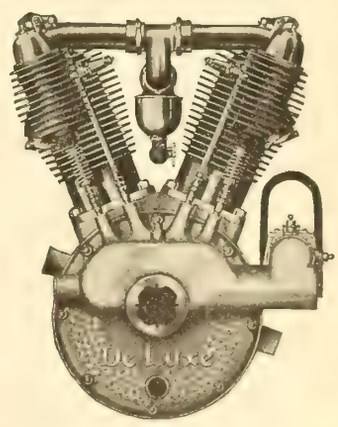
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder
Five H. P. Single Cylinder
Seven H. P. Twin Cylinder
Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.



The F. W. Spacke Machine Co.

INDIANAPOLIS, IND., U. S. A.



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

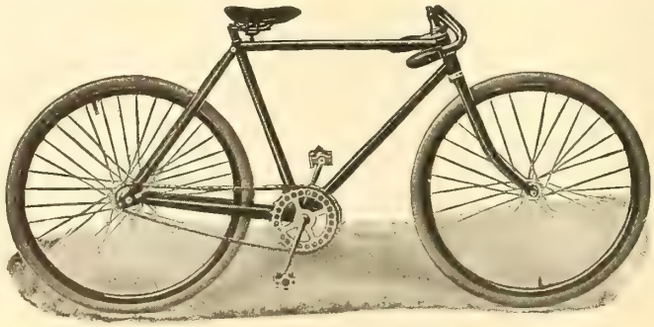
245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.

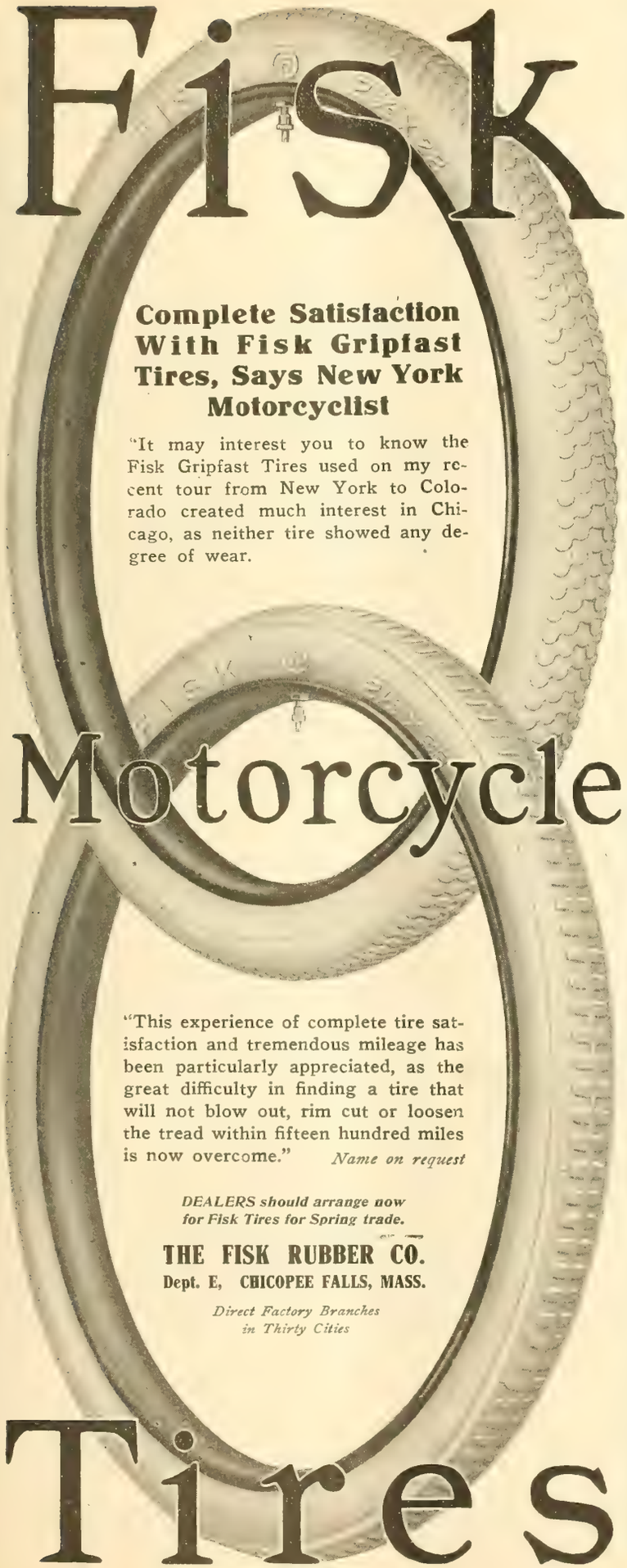


CYRUS JUVENILE

Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we using Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

Fisk



Complete Satisfaction With Fisk Gripfast Tires, Says New York Motorcyclist

"It may interest you to know the Fisk Gripfast Tires used on my recent tour from New York to Colorado created much interest in Chicago, as neither tire showed any degree of wear.

Motorcycle

"This experience of complete tire satisfaction and tremendous mileage has been particularly appreciated, as the great difficulty in finding a tire that will not blow out, rim cut or loosen the tread within fifteen hundred miles is now overcome." *Name on request*

DEALERS should arrange now for Fisk Tires for Spring trade.

THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

Direct Factory Branches in Thirty Cities

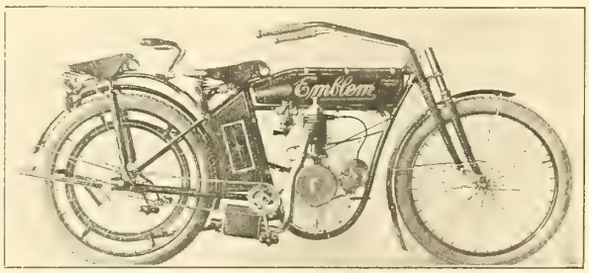
Tires

Are You Content With Skim Milk, or Do You Want the Cream?

If you are one of those wide-awake chaps who is not satisfied with tagging along behind the other fellow, you will have to offer a machine that has no comebacks. The 1912 buyers of motorcycles will demand a mount that not only is right in price, but that toes the mark in Design, Power and Speed.

THE SPLENDID 1912

Emblem Motorcycle



AND THE FAMOUS

Emblem Bicycles

Offer you the opportunity to turn out of the rut and get on solid ground. The 1911 Emblem Motorcycle was as fast as any machine on the road; the 1912 is faster. The 1911 machine could climb any hill that any other motorcycle could, and many that others could not. The 1912 Emblem Motorcycle is a veritable dynamo of never-failing reserve power. Prices start at $175 and stop at $250. Nothing lower, nothing higher! If we are not represented in your territory write today for prices and territory.

Emblem Manufacturing Co.

Member M. M. A.

ANGOLA, Erie County, NEW YORK

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle
For the South—HENRY KEIDEL & CO., Baltimore, Md.



There's the Road and the Rider—

The Road with its numberless irregularities and the inevitable vibration which accrues—the Rider out for pleasure and enjoyment, and finding, oftentimes, discomfort through the absence of a perfect "go-between." And there's the

BROOKS B250—

a luxurious seat—a seat designed for Motor Cycles of the non-pedalling type, and

embodying the original and only genuine compound-spring—

the spring that absorbs vibration within itself yet, by its compensating action, eliminates entirely all tendency to bounce.

And that's the saddle to ensure the buyer's perfect comfort—the perfect "go-between"—the saddle you should offer every time.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, England

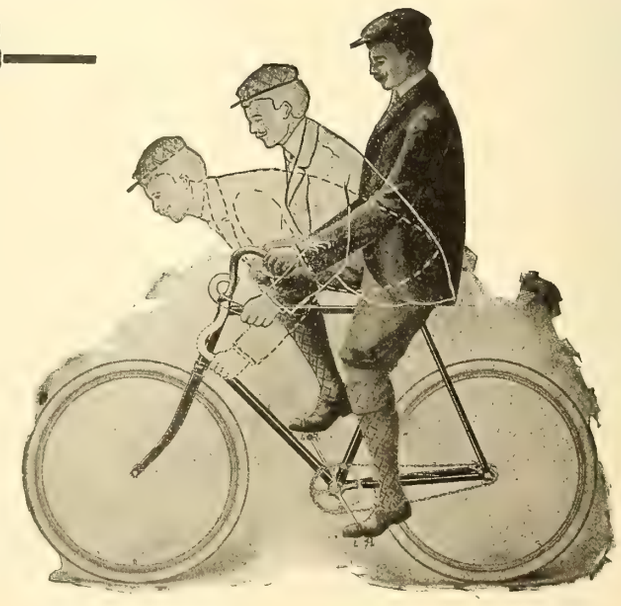
Distributing Agents for U. S. A., THE D. P. HARRIS HARDWARE CO., 48 Warren Street, New York

Assume two bicycles—

one with rigid, non-adjustable bars and the other with the Kelly bar, giving 25 riding positions. Which bicycle will sell more readily?

The Kelly adjustable handle bar is a real contribution to cycling and a positive feature of added value to the machine.

Sales are stimulated when the Kelly is an equipment feature.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

SPLITDORF MAGNETO

"Always There"

PERFECT SCORES by SPLITDORF EQUIPPED Flanders 4's in the recent annual endurance run of the North Shore M. C., Chicago, are just an indication of the development of the future.

SPLITDORF IGNITION is RIGHT—the largest manufacturer EQUIPS with SPLITDORF because he is convinced it is the BEST FOR MOTORCYCLE WORK.

SPLITDORF PLUGS are STANDARD among the wiseacres—racing men and road pluggers stand pat on their marvelous efficiency.

BE CONVINCED — SPLITDORF IGNITION is the IDEAL IGNITION and ALWAYS THERE. Insist upon SPLITDORF EQUIPMENT.

Write for Catalog

C. F. SPLITDORF

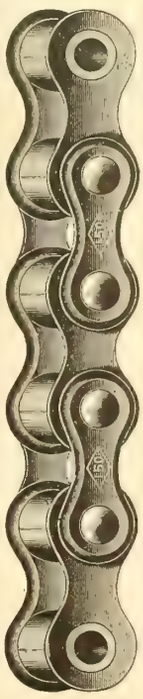
Walton Ave. and 138th St.

Branch, 1679 Broadway NEW YORK

CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO

This No. 150

Diamond Roller Chain



makes the best chain drive for motorcycles that money can buy—stands a pull of 3000 pounds, so you know you're safe. The roller construction keeps friction down and the specially hardened nickel steel rivet makes the wear next to nothing. We've other types for starting chains.

Don't let any one change your mind. Stick to DIAMOND and you'll never be sorry.

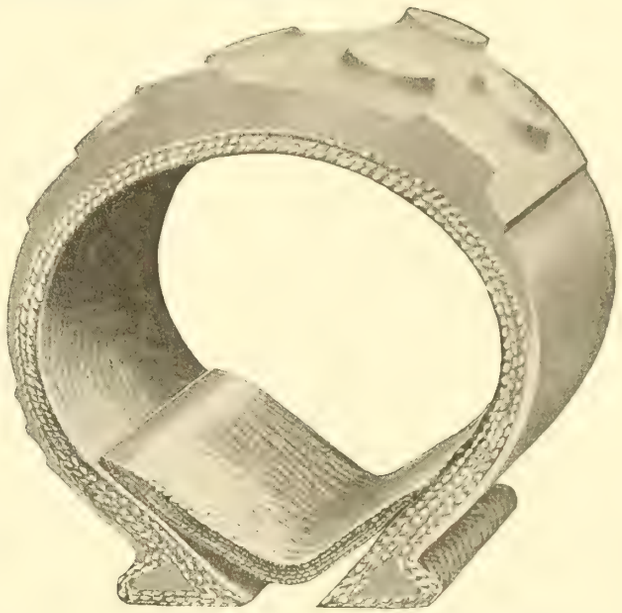
TRADE ◇ MARK

Diamond Chain and Mfg. Co.

141 W. Georgia St., Indianapolis, Ind.

Capacity 8,000,000 feet per year (107)

We make CONTINENTAL-ERIE Motorcycle Tires in one style tread only, but we make that one perfect. Our improved methods of manufacture insure a product above the standard in quality.



Continental-Erie Motorcycle Tires

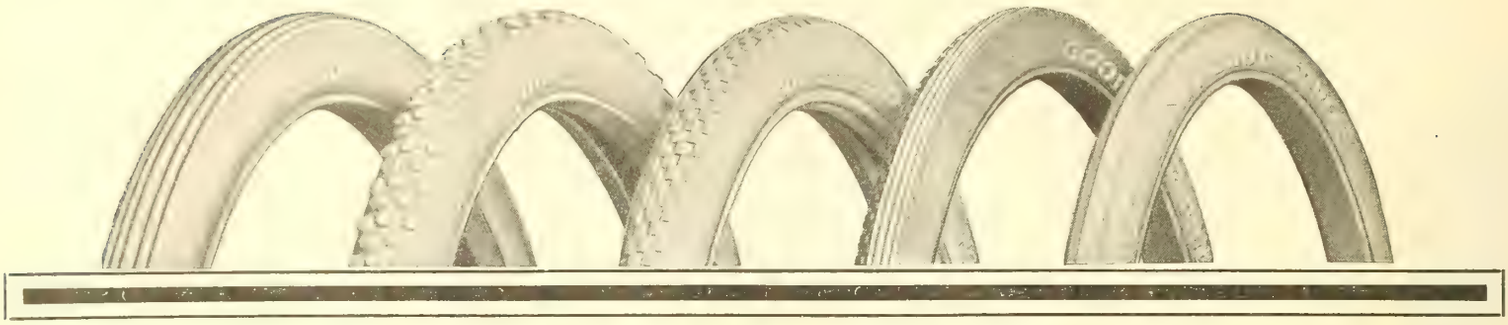
excel in their toughness and durability. Their embodiment in every motorcycle insures the rider against excessive repair bills. We give critical attention to our method of testing each tire and guarantee satisfaction to the purchaser of our product.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch — 35 Murray Street
Chicago Branch — 131 North Canal Street



25 Miles in 21.59 2/5
Goodyear Tires Still Everlastingly At It

California witnesses another clean sweep for Goodyear Motorcycle Tires. Goodyear Blue Streak Tires won eight firsts, eight seconds, seven thirds on Thanksgiving Day at Redlands, Riverside and San Bernardino. Also score heavily at Tri-City Meet; best time 25 miles in 21.59 2-5; dirt track.

These Tires Are Known by the Company They Keep

Aurora Automatic Machinery Co., Thor.
Black Hawk Motor Co., Black Hawk.
Consolidated Mfg. Co., Yale.
Emblem Mfg. Co., Emblem.
Excelsior Supply Co., Excelsior.
Flanders Mfg. Co., Flanders.
Hendee Mfg. Co., Indian.

GOODYEAR
Motorcycle Tires

Harley-Davidson Motor Co., Harley-Davidson.
Miami Cycle & Mfg. Co., Merkel.
Minneapolis Motorcycle Co., Minneapolis.
Thiem Mfg. Co., Thiem.
Wagner Motorcycle Co., Wagner.

These Great Motorcycle Makers Specify Goodyear Tires for Their 1912 Output

The Folly of Taking Chances

Goodyears are today the world's most successful motorcycle tires. No tires equal them in **Endurance**, in Speed, or in **dependability.**

For this reason Goodyear Motorcycle Tires are most in demand.

For this reason experienced motorcyclists insist upon Goodyears.

For this reason the largest and most successful motorcycle manufacturers adopted Goodyears for their 1912 output of machines.

These makers realized the vital part played by the **tire** in the ultimate satisfaction rendered by **their own product.** They realized the **folly** of **taking chances.**

So they took Goodyears **instead**—just as you should do.

In Goodyears you get thicker treads than found in any other make of motorcycle tire. These **extra thick** treads together with other exclusive features explained in our Book on motorcycle tires, help to do away with punctures, blowouts and most other tire troubles known to motorcyclists.

There are 5 big successful tires in the Goodyear line—one for every road condition and built by famous auto tire experts—by the self-same experts who built such service into the Goodyear No-Rim-Cut Auto Tire.

Here are the tires. Remember these tires charge you **nothing** extra for the extra service which they render. They cost the same as do any standard motorcycle tire. Specify one of them.

THE FIVE GREAT TIRES
A Tire for Every Road Condition

1—Goodyear Corrugated Tread Tires—for the average give and take road.

2—Goodyear Studded Tread Tires—for mud, sand, snow and ice travel.

Goodyear Non-Skid Tires—for use on slippery pavements.

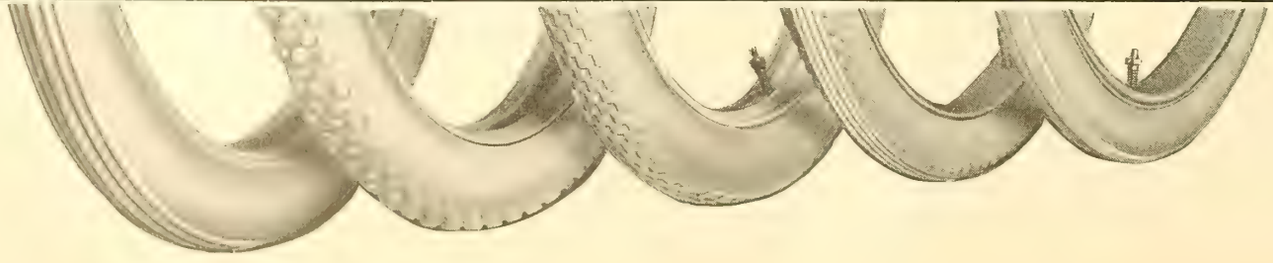
4 & 5—Goodyear Blue Streak Racing Tires—Hold all world's records. One tire for dirt tracks, another for cement or board.

Let us send our book on "Motorcycle Tires." It Describes All.

THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities **We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits**

(448)



THE
BICYCLING WORLD and MOTOR CYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, December 16, 1911. No. 13

PLAN BIG DINNER FOR SHOW WEEK

Motorcycle, Bicycle and Accessory Manufacturers to be Guests of Dealers' Association and United Cyclists.

Wednesday, January 10, is the date selected for the dinner which the Motorcycle Dealers' Association of Greater New York, in conjunction with the United Cyclists, will tender to the motorcycle, bicycle and accessory trade during the motorcycle show in Madison Square Garden. The function will be held at the Hotel Earlington, West Twenty-seventh street, at 8 P. M. Motorcycle manufacturers, parts and accessory makers and visiting bicycle manufacturers will be invited guests, as also will several prominent men of affairs.

Invitations have been extended to Governor Dix of New York, Governor Wilson of New Jersey, Mayor Gaynor of New York, Comptroller Prendergast, Police Commissioner Waldo, Borough President Steers, and George M. Cohan, the playwright. It is intended to make the dinner an annual function, having for its object the establishment of closer relations between the manufacturers and dealers, and to promote a more fraternal feeling among bicyclists and motorcyclists.

Tickets will be $2 and the banquet hall will accommodate 250 persons. Reservations may be made with H. A. Gliesman, 782 Eighth avenue, New York City, or A. H. Patterson, 1080 Bedford avenue, Brooklyn, N. Y. The dinner will be a "stag."

Marvel to Make One Model.

Concentration on one model, a 4-5 horsepower single cylinder, magneto equipped, and listing at $200, will be the policy of the Marvel Motorcycle Co., Hammondsport, N. Y., in the production of 1912 Marvels. Very few changes have been made over the preceding model, and chiefly consist of the employment of higher grade metals having greater strength and durability. Reinforcement has been provided at vital points. Among the features continued are the truss spring fork, the float oil regulator and the V belt. The Eclipse free engine clutch, and N. S. U. two-speed gear will be furnished as extras.

Curtiss Motorcycle to Sell for $200.

That the name of Glenn Curtiss will not be permitted to fade from the motorcycle firmament is assured by the announcement of the 1912 Curtiss motorcycle by the Curtiss Motor Co., Hammondsport, N. Y. For next year the Curtiss will be made in one model, a 4-5 horsepower single with the Curtiss overhead valve roller bearing motor. Unquestionably the most important innovation is the price, $200. Mechanical changes include the use of stronger steels and reinforcement at points subjected to heavy duty. The spring fork has been made heavier but otherwise is unchanged. Magneto ignition, of the Bosch type, will be exclusive. The novel float oil regulator in the crankcase also is continued. Special equipment will include the Eclipse free engine clutch and the well known N. S. U. two-speed gear.

Excelsiors Will Have Bosch Magnetos.

Bosch magnetos will be exclusive equipment in all 1912 Excelsior motorcycles, both singles and twins, hereafter manufactured by the Excelsior Supply Co., Chicago, Ill., according to the Bosch Magneto Co., New York City. While the Excelsior racers used by DeRosier and Balke, always have been Bosch equipped, the regular machines have been fitted with another make of magneto, so that the specfication of Bosch for the standard product holds unusual significance. Incidentally, it is one of the largest motorcycle contracts on the Bosch books for 1912.

SCHICKEL READY TO MANUFACTURE

Two-Cycle Motorcycles to be Produced at Large Stamford Factory—Extensive Advertising Campaign Planned.

Production of two-cycle motorcycles on a large scale is planned by the Schickel Motor Co., Stamford, Conn., which was organized last fall to take up the manufacture of the Schickel motorcycle, developed by Norbert H. Schickel, of New York City, and exhibited at the Chicago show last February. Schickel's creation attracted considerable attention at the time, but the facilities for its production were severely limited, and the marketing of it was delayed until adequate facilities were obtainable. In the meantime several changes and refinements have been incorporated in the machine.

Following the formation of the company, a large factory building was secured in Stamford and now is being filled with an extensive tool equipment for the production of the 1912 model on a large scale. At present the old New York City shop will be used for the making of jigs and other tools, but the manufacturing will be done at the main plant. The initial shop run will be 500 machines, of which 100 are promised for immediate delivery when the New York show opens. When operated to full capacity the plant will have an output of 125 machines a month. Every facility for rapid production is provided.

An extensive advertising campaign is planned, and includes the use of several national magazines. Although several two-cycle motorcycles have been introduced and marketed in a very limited way, and eventually have dropped from sight, this will be the first effort to introduce and market that type of machine on an extensive scale.

BIG YANKEE INVASION FEARED

English Motorcycle Trade Worried Regarding Possibilities of American Machines Increasing in Popularity.

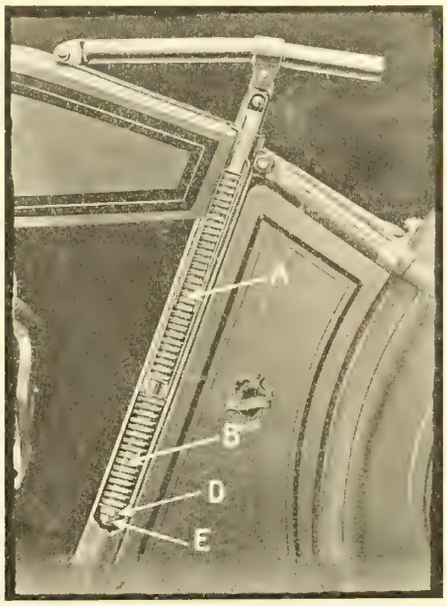
Now that American manufacturers of small and cheap motor cars are dumping hundreds of their product into Great Britain, and virtually have the British makers "on the run," the English motorcycle trade has a nightmare that the Yankee motorcycle manufacturers are going to do the same thing. Apropos of the phantom vision of shiploads of American motorcycles being set down in the land of mutton and ale at prices way below the home product, London "Motorcycling" says:

"Talking of the threatened American motorcycle invasion, I wonder what influence this will have, if and when it comes off, upon ruling English prices. It is true that the only American machine that has really got a hold in the English market up to the present is a highly-priced one even for this country. But if report speaks truly, active Yankee brains are now busy planning an attack upon the British market, armed with machines which, fitted with every modern refinement, are yet made in such quantities as to allow of their being retailed in the States at £35 ($175) complete. No doubt their price to us will be a little more than this figure, but, even so, it will be low enough to cause the English manufacturers to "sit up and take notice." In the motor car world, the American invasion has begun in earnest. Will the motorcycle trade wait for a similar invasion before attempting to reduce its prices, or to give better value for the same money? At present there is certainly some room for modification in this direction. It has been pretty thoroughly established this year that a variable gear is a necessary adjunct to a real touring machine, therefore no tourist should be listed without it. At the same time, no tourist should cost more than £50 ($250), which figure should therefore be the standard for a variably-geared, fully-equipped tourist model. As a matter of fact, the Humber people have already proved that it is quite possible to turn out such a machine satisfactorily at this figure, yet how many other manufacturers have followed their example? Anything between £55 ($275) and £60 ($300) is generally demanded for this type of machine at present."

American motorcycle manufacturers who already have agents in Great Britain are the Hendee Mfg. Co.; Aurora Automatic Machinery Co.; American Motor Co.; Pierce Cycle Co. It is rumored that certain makers who have low price models see a fine field in Great Britain, and are preparing to go after a slice of British trade. As far as prices are concerned American motorcycles list considerably below British machines in the same class, but there is a stone wall of English prejudice to Yankee goods that will require considerable battering to dislodge.

How the H-D Seat "Flotes."

Ever since the Harley-Davidson "Ful-Floteing" motorcycle seat was launched there has been considerable curiosity to know how it "flotes." Contrary to a rather well grounded impression there is no oil or air cushion employed, the road shocks being absorbed by spiral springs as the sectioned illustration reveals. Springs "A" and "B" are placed under the desired compression according to the weight of the rider by adjusting nuts "E" and "D." The



H-D. "FUL-FLOTEING" SEAT

springs work under compression on both down and up strokes of the seat pillar, so that when the rear wheel rises and falls in road inequalities, the seat, and consequently the rider, are disturbed only by a gentle undulation, as is the case in a motor car. Hence the coining of the descriptive "Ful-Floteing."

Goodyear Declares 12 Per Cent. Dividend.

The Goodyear Tire & Rubber Co., of Akron, O., has declared an annual dividend of 12 per cent. on its common stock, payable January 1 to holders of record December 22. This is an increase of 5 per cent. over previous disbursements, which have been at the rate of 7 per cent. per annum. It is stated that the gross sales of the company this year were approximately $13,000,000, and that it earned slightly in excess of 50 per cent. on its $2,284,000 common stock.

"Your honor," said the attorney, "I propose to show that this prisoner stole ten inner tubes from the stock in my client's motorcycle store."

Judge—"So! How do you propose to make a case out of ten inner tubes?"

PATENT INFRINGEMENT WARNING

Harley-Davidson Company State That "Ful-Floteing" Seat is Fully Covered by Letters Patent.

Finding that its "Ful-Floteing" seat has appealed strongly to other motorcycle manufacturers as a desirable feature worth copying, and that at least one manufacturer already has imitated it to an extent which it feels is an infringement of its patent rights, the Harley-Davidson Motor Mo., Milwaukee, Wis., issues, over the signature of President Walter Davidson, a warning to the trade as follows:

We wish to call the particular attention of the trade to the fact that the Ful-Floteing seat of the 1912 Harley-Davidson is thoroughly covered by U. S. letters patent. Other patents covering modified forms of this Ful-Floteing seat are pending.

We have spent and are spending considerable money in the exploitation of this device, and cannot afford to permit infringement of any character. To protect ourselves we already have been compelled to start proceedings against one manufacturer. We trust, however, that there will be no occasion for further action.

Under the law, the manufacturer, dealer and user of infringing devices are equally liable to prosecution. We therefore wish to warn all dealers and users, as well as manufacturers, that the purchase of any machine which embraces or incorporates any device which is an infringement of the Harley-Davidson Ful-Floteing seat renders them liable to prosecution.

This notice is not published as a threat, but rather as a warning. We shall, of course, protect our rights to the fullest extent.

Three Carloads of Indians.

Orders for motorcycles in carload lots no longer are unusual, and before long it will require nothing short of an order for a trainload to caause a ruffling of the eyebrows. Iowa is one of the states that takes its motorcycles in carload gulps, G. W. Campbell & Co., of Waterloo, just having contracted with the Hendee Mfg. Co., Springfield, Mass., for three cars of Indian machines for next year. This will approximate 180 machines and Campbell & Co. expect to put out 300 machines during the coming season. This past season they sold 100, of which 58 came in one shipment. Their territory includes the northeastern section of the state, and the Indian will be handled exclusively next year.

Toronto Motorcycle Trade Organizes.

Toronto, Ont., Nov. 28.—Borrowing an idea from their brethren in New York, the leading motorcycle dealers of this city, got together at the St. Charles November 22

and laid the foundation for a dealers' association similar to that in the "Big American Village." Among the objects of the local organization will be the institution of co-operative advertising in the daily press, while the maker of instalment sales also will be investigated from all its angles. There also is talk of holding an exclusive motorcycle show, but this project is still in embryo, and it is probable that motorcycles again will be displayed at the Toronto automobile show in the Toronto Armory during the week of February 21-28. The next meeting will be held early in January. Those present were as follows: Herbert Kipp, Sr., (Indian); Sam Vogan (Minneapolis); Percy McBride (Excelsior and Bradbury); Walter Andrews (Pierce and Motosacoche); W. E. Amoss (Flanders); Herb Greenwood (Triumph); Alex McLean (Marvel and Haverford); Steve License (Harley-Davidson); W. E. Davis (Humber).

Dealers Plan "Feast of Friendship."

Believing that they better can discuss business matters on full stomachs and fragrant Havanas, the Motorcycle Dealers' Association of Greater New York are going to experiment along that line of deduction. Instead of a formal business meeting, they will have a "feast of friendship" on December 19. The gastronomical exercises are scheduled to begin at 10 P. M., when it is believed that all possible customers will have been corrolled or escaped. The chief topic of the evening will be the dinner which the association proposes to tender the motorcycle, bicycle and accessory trade during the week of the New York show, in conjunction with the United Cyclists. Other subjects which will be touched on include the local trade situation, and the motorcycle show in the Garden. The American Olympic Bicycle Race Committee of the United Cyclists, the winners of the Thanksgiving Day Handicap and the editors of the New York dailies have been invited to be present.

Reliance Affairs to be Closed Up.

Affairs of the bankrupt Reliance Motorcycle Co., Owego, N. Y., will be wound up on Monday, December 18, at 10 a. m., by public sale of the assets, at the company's plant, by order of trustee H. T. Patton. Arrangements have been made to fill orders for parts on all Reliance models ever marketed, this service being taken in charge by the trustee, who promises prompt delivery on all such requisitions. Orders for parts should be sent to H. T. Patton, Owego, Tioga Co., N. Y.

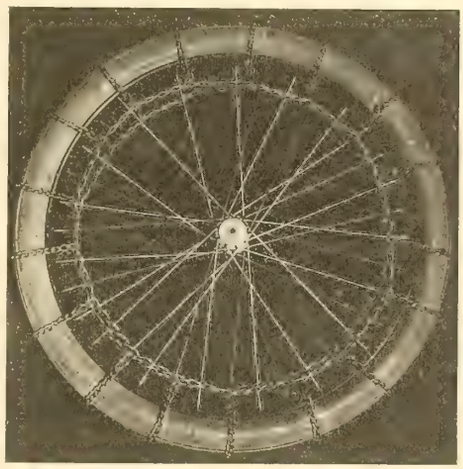
Lipski Now With National Supply.

Saul Lipski has sold his interest in the Standard Cycle Co., of Milwaukee, Wis., and is now connected with the National Supply Co., of Louisville, Ky. The latter company, located at 207 W. Main street, will hereafter wholesale exclusively.

TIRE CHAIN FOR MOTORCYCLES

Baker Places Non-Skid Attachment on the Market to be Attached Only to Rear Wheel.

"Stop your skiddin' and get a tire chain," to paraphrase a famous slogan of bicycle days, is mighty good advice for the winter motorcyclist to follow. Winter riding is rendered unusually hazardous because of the slippery roads, and while special tire treads have been devised to counteract this dangerous propensity, it has been the experience of the motor car fraternity that nothing is quite so good for the purpose as



BAKER MOTORCYCLE TIRE CHAIN

tire chains. Foreseeing a popular demand for a motorcycle tire chain, F. A. Baker & Co., New York City, are offering a non-skid attachment of the sort. Just how the device looks when fitted to a motorcycle wheel clearly is shown in the accompanying illustration, but in passing, it is pertinent to remark that the chain is applicable only to a rear wheel, as there is not enough clearance in front forks and springs to warrant its safe application to a front wheel. The chain is furnished for 26 and 28-inch wheels, and also in special types for either chain, belt or shaft drive machines. It may be fitted to any diameter tire up to and including 2¾ inches, and can be applied or removed in 2½ minutes. Before applying a chain, a tire should be inflated to its maximum pressure, so that when it is under normal depression by the weight of rider and machine, the cross chains have enough freedom to prevent cutting of the tread by continuous chafing on one spot. J. U. Constant, the racing man, has tested a chain on greasy asphalt and muddy macadam, and highly recommends it.

Brownson and Sherman Out of Flanders.

Walter E. Flanders has been elected to the presidency of the Flanders Mfg. Co., Pontiac, Mich., makers of Flanders motorcycles. He succeeds Robert M. Brownson, resigned. Brownson also occupied the position of general manager, and is succeeded in that capacity by Don C. McCord. George W. Sherman, who has been sales manager, also has resigned. He is understood to have other "irons in the fire." Brownson's resignation, and the death of John T. Shaw, leaves two vacancies on the directorate, which have not yet been filled.

Dealers Attractive Window Display.

In the accompanying illustration is depicted a very attractive, business-getting window display now being shown by the Jefferson Cycle Company, of St. Louis. The wheel is driven by a small motor and is cyclometered; a guessing contest on the distance recorded, December 1 to 24 inclusive, is the feature of the display.

Albert to Attend Garden Show.

M. R. Albert, of the big house of Brown Bros., Ltd., London, Eng., will sail for this country the latter part of December. The chief purpose of his visit is to attend the Madison Square Garden show, and meet members of the motorcycle, bicycle and accessory trade.



ST. LOUIS DEALER'S HOLIDAY WINDOW

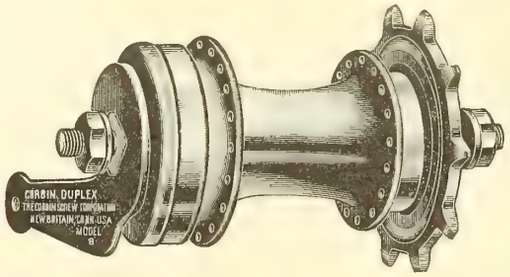
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FOUNDED 1877

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NEW YORK, DECEMBER 16, 1911.

OUR NEW YORK SHOW NUMBERS.

The New York Motorcycle Show numbers of The Bicycling World and Motorcycle Review will bear dates January 6 and 13. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to various articles of special interest; the second number will contain complete and amply illustrated descriptions of all the machines displayed, including their respective innovations and features. They will be issues such as will prove of valuable assistance to the prospective purchaser, and a source of remunerative information to the present owner in his search for the latest knowledge of the industry and sport.

Trend of Foreign Motorcycle Design.

Generally conceded to be the fashion arbiters of the motorcycle world, the British makers at their recent Olympia show in London have decreed, among other things, that the change gearset is to be "it" this year abroad, although they as yet have been unable to agree as to what should be the standard number of speeds. There seems to have been a great awakening during the past year, to the advantages possessed by the change gearset, and from now on it is certain to widely increase its circle of friends, particularly among sidecar devotees. In fact, how the sidecar ever became as popular as it has in Great Britain, while laboring under the handicap of single-geared machines, only can be explained, either by the excellence of the roads, or the proverbial indomitable perseverance of the British in sticking to a thing which may appeal to them despite any great shortcomings which it may possess.

Further evidences of a catering to comfort are to be had in the more general adoption of spring frames, and hand and foot starters. In the former, several methods of suspension are used, incorporating spiral and elliptic springs in their various forms. Gear and segment foot starters are popular, while not a few designers show motor car leanings, by placing hand crank mechanisms on the frame. In the test of service it seems reasonable to suppose that the foot starter will prove more popular, as being easier to operate, more compact and less conspicuous, and less liable to derangement by accident, as well as possessing greater simplicity.

Single cylinder motors corresponding to our 30½ inch, or 4 h.p. size predominate. Then follows a class which is totally unknown in America, viz.: lightweight twins and singles of approximately 15¼ inches displacement. The big twins, which bid fair to become the leaders here, rank third in Britain. Another size which is growing in favor is a medium weight 18.30 inch motor with change gear. Big twins are used almost universally for sidecar work, and in some cases, of course, for solo speed dashes. While the Auto-Cycle Union new regulations for the Tourist Trophy tend to encourage the propagation of the 30½ inch twin, the reigning single of that capacity will die hard if its leadership is threatened seriously.

Frames show little that is new, but the rear dropped top tube is gaining ground because of the low position, with feet on the ground, which it affords. One or two makers are catering to both sexes, by offering open frames, and in these, of course, an even lower riding position is secured, than the "camel-back" type affords.

Naturally the belt drive still occupies the throne, but the chain is becoming a formidable pretender. The introduction of the clutch and change gearset have done much to remove the objection to the chain on the score of its racking distribution of power. It is more in favor for twins, although one or two makers have applied it to singles. Unusual combinations of belt, gear and chain drive, have been developed with the introduction of change gearsets. In some cases the arrangement is chain drive from the motor to a countershaft, and thence final drive by belt, while in other instances, gears form the connecting link between motor and countershaft. The first named form is more numerous. For the semi-auto-cars, as well as bona fide motorcycles intended for sidecar work, the chain drive is favored.

Gravity sight feed lubrication is on the increase and usually is supplemented by hand pump. A few forced-feed-to-the-bearings systems are making their debut, but are objects of considerable skepticism, and will have to prove their worth. There is a disposition to fit small gasoline tanks to some of the singles and big twins, in order to keep down weight, but this skimping also has the disadvantage of restricting the radius of the machine on a filling, particularly in sidecar work. Two gallon tanks are the exception rather than the rule, while in this country the tendency is toward three gallon tanks.

Ladies models are increasing, and efforts are being made to coax the fair sex to adopt the sport, but so far with limited success. Further improvements in clutches and gearsets, making machines easy to operate, should prove good drawing cards in stimulating the popularity of the machine among women. Although they do not yet embody such motor car limousine fitments as flower vases, speaking tubes and toilet cases, sidecars nevertheless, show wonderful advances in spring suspension, body design, comfortable arrangement and quick attaching facilities. However, they are so expensive that many seriously consider the small motor car as being more preferable.

Riders of chain drive machines, either motorcycles or bicycles, will find that the chains will tighten in cold weather, due to the oil in the chain rivets drying up and the old grease becoming hard. By putting a drop of 3-in-1 or light sperm oil on each link, a chain will limber up wonderfully and run softly and smoothly, reducing appreciably the frictional resistance.



December 25, Augusta, Ga.—Augusta Motorcycle Club race meet at fair grounds.

December 25, Tampa, Fla.—Tampa Motordrome Racing Association meet on half mile dirt track.

December 31, Brooklyn, N. Y.—Annual New Year's Eve midnight scorch from Bedford Rest to Coney Island and return.

December 31, Brooklyn, N. Y.—Annual mid-night bicycle run, Bedford Rest to Valley Stream, L. I., under the auspices of the Eastern Division, C. R. C. A.

December 31, Brooklyn, N. Y.—Annual New Year's Eve. mid-night scorch from Bedford Rest to Coney Island and return, under the auspices of the Empire City Wheelmen.

January 1, Buffalo, N. Y.—65th Infantry A. A., Arsenal, bicycle races and athletic games.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 10, New York City—Motorcycle Dealers' Association of Greater New York, first annual dinner to motorcycle trade, at Hotel Earlington, W. Twenty-seventh street., 8 P. M.

January 10, New York City — Hotel Astor, 2 P. M., meeting of Executive Committees of the Cycle Jobbers' Association and Joint Committee of Cycle Jobbers' and Cycle Parts and Accessories Association, followed by a luncheon tendered the Jobbers', Bicycle and Motorcycle Manufacturers, by the Cycle Parts and Accessories Association.

January 10, New York City—Hotel Earlington; dinner tendered to motorcycle, bicycle and accessory manufacturers by Motorcycle Dealers' Association of Greater New York and the United Cyclists. Tickets, $2 each, may be secured from H. A. Gliesman, 782 Eighth avenue, New York. position.

January 11, Hotel Astor, New York City —Meeting of the Motorcycle Manufacturers' Association.

January 11, New York City — Hotel Astor, 2 P. M., joint meeting of Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association and Cycle Jobbers' Association.

January 13, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue and 42d street.

January 13-27, Philadelphia—Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

February 3, New York City—Company "K," 22d Regiment and Morningside Athletic Club, bicycle races and athletic games.

February 3-10, Chicago, Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

Pierce Issues 1912 Motor Catalog.

First of the crop of 1912 motorcycle catalogs to make its appearance is that of the Pierce Cycle Co., Buffalo, N. Y., makers of Pierce motorcycles. Clothed in a handsome embossed cover and containing 32 pages of text, liberally illustrated with half-tones and line cuts, the book is a technical lecture on the construction of Pierce machines, but tells its story simply and well.

Special Holiday Offer by Baker.

F. A. Baker & Co., New York City, are offering a limited number of 1911 Indian motorcycles at attractive figures. The 2¾ horsepower single will be supplied with battery ignition at $150, and with Bosch magneto at $175. Either red or blue finish may be had, and the machines are standard models, including the clutch and other regular equipment.

Notice of an increase in capital from $50,000 to $62,500 has been filed by the Waverly Mfg. Co., Jefferson, Wis., makers of Waverly motorcycles.

To Long Island's already thriving list of recently formed bicycle clubs has been added another, the Cedarhurst Cycle Club, Cedarhurst, L. I.

CANADIANS PREPARE OLYMPIC TEAM

Determined to Have Riders Ready For Competition at Stockholm—Will Train in America.

Toronto, Dec. 12.—American cyclists are not the only one who are getting a move on in preparation for the big bicycle grind to be held around Lake Malar, Sweden, next July. Up in Canada, the riders are co-operating with the executive of the Canadian Wheelmen's Association, in making arrangements for the Olympic contest and already steps have been taken to find the greatest wheel team that has ever represented the Dominion. The Canucks are prone to realize that with the only bicycle event on the program, a terrible marathon of 200 miles, the riders of the Antipodes, namely the cracks of Australia, New Zealand and South Africa, will have a large edge on anything that can be turned out by any other nation, as long distance grinds have been featured this long time in the countries designated, but they feel that they can be depended upon to give a good account of their stewardship, no matter what the opposition is, because a great advance in the Canadian game has been taking place during the past two years.

The only regret heard is that during the winter months, the opportunity for training will be denied the wheelmen of the Dominion, whereas the riders of the United States will be able to take part in flat-floor races, which will, to a certain degree, keep them in shape until outdoor training time arrives in the spring. To off-set this disadvantage, the Canadian Wheelmen's Association is preparing a petition to present to the government, for permission to use the Armories at Toronto for training purposes, if nothing more. A magnificent flooring was recently laid on the rough-block drill area of this building, to be used for a grand ball to their Royal Highnesses, the Duke and Duchess of Connaught, Canada's new rulers, and it is hoped that the Parliament will see fit to allow the cyclists to make use of this floor.

Although the Government will make a grant to cover the expenses of the team, plans are being laid for the raising of a fund to enable the riders to carry on their preliminary operations. It is expected that eight men will be sent, besides a trainer, and the date of departure will likely be early encugh to allow the wheelmen a month's training in Sweden before the day of the contest.

The marathon fever having died out, it is anticipated that this bicycle event will form the one big feature of the coming games. Never before has such an unusual event been held in connection with the Olympic contests, and it should provide the headliner for all reports.

CHAIRMAN SAUER VISITS CANADA

Endeavors to Straighten Out Complications Caused by the Creation of a Canadian District.

Toronto, Ont., Dec. 9.—Canadian motorcycle history of a vital sort was made in this city on December 6, when a conference was held between J. Leo Sauer, chairman of the F. A. M. Legal Action Committee, and a delegation of Canadian riders, to thrash out the knotty problem of affiliation of Canadian clubs with the American organization. The American emissary did not expect to find his path strewn with roses, but the rocky snags which he encountered were enough to shatter any hopes he may have entertained for the early organization of the sport in the Dominion.

Coming here for the purpose of accelerating the formation of a Canadian district of the F. A. M., Chairman Sauer speedily uncovered so much internal strife among his northern brethren, that he declared the F. A. M. would take a hand in Canadian affairs until the riders of both countries were united. During his 24 hour stay in the American metropolis of King George, the New Yorker was the target for suggestions, propositions and ideas of all sorts, that must have kept even his unusually active mind spinning like a runaway motor. He found two widely separated factions, and in order to learn the whole story, gave both sides a hearing.

Lined on one side were the officials of the Canadian Wheelmen's Association, and opposed to them was the Toronto Motorcycle Club, supported by several other clubs throughout the Dominion. The issue at stake was the control of the sport in this country. Both factions are anxious to secure F. A. M. protection, their mutual aim being to govern motorcycling in Canada under F. A. M. supervision. The Toronto Motorcycle Club presented its side first.

Through Chairman Sauer, the F. A. M. offered to enter into negotiations with the strongest faction but to ascertain which is entitled to this recognition, is a knotty puzzle just at present. If there were but one faction with which to deal, the solution of the situation would be comparatively easy, as practically all of the Canadian racing men are anxious to get under the F. A. M. umbrella, but with two parties in the field, each claiming to hold the whip hand, a chrome nickel steel dead-lock has resulted, and the breaking of it seems to be a job for dynamite rather than oratory and diplomacy.

"We want to avoid local complications," explained Chairman Sauer, "and would like to deal with a Canadian organization if possible. We hardly can enter into negotiations with one club or body. The F. A. M. has a formal application from the Canadian Wheelmen's Association, seeking an alliance, and they have been told that if they can show the support of a majority of the Canadian clubs, we will entertain their proposition. The same offer applies to the Toronto Motorcycle Club. We are not seeking to extend the jurisdiction of the F. A. M. in foreign territory. Canada was partitioned off as an F. A. M. district in order to afford the opportunity for you to come in if you wished to do so, and you will be welcome. On the other hand, if you prefer to go it alone, the F. A. M. will wish you all success."

When Chairman Sauer called for a general discussion he got it hot and heavy. Interrogatory broadsides were hurled at him for a full hour, and he was kept busy explaining the F. A. M. and what it stands for, from all angles. During the discussion the local men frankly stated that no boundary lines were wanted in motorcycling on this continent, and that the F. A. M. was good enough for them.

As a result of the conference the Toronto Motorcycle Club passed resolutions calling for the extension of the Canadian district at once, this action being entirely devoid of any desire to secure control of motorcycling affairs throughout the Dominion. It is realized clearly that the idea that the district would be controlled and manipulated by any one city will have to be exploded if success is to crown the movement. Fifty-six motorcyclists were present at the Toronto M. C. conference and manifested the deepest interest in the proceedings, the significance of which was apparent to all.

It was with keen disappointment that the Toronto Motorcycle Club learned that its affiliation with the F. A. M. did not carry special privileges entitling it to control of the sport in that city. The club had labored under the impression that by allying itself with the F. A. M. it would be impossible for another motorcycle club to enter the local field ,and through this supposed monopolistic weapon it hoped to wage a successful fight against the bicycle association. However, when the actual situation was explained, many local riders showed real pleasure over the prospect of being gathered under the wing of the F. A. M. Communications from other clubs throughout the Dominion, presenting their views of the situation, also were submitted to the court, in order that he might be thoroughly familiar with the club sentiment all over the country.

At the conclusion of the presentation of the Toronto Motorcycle Club's case, the members, who were very favorably impressed with their American visitor, showered all sorts of honors on him, much to his embarrassment for he is exceedingly modest. First he was given a vote of thanks for his patient and fair minded conduct of the hearing, and following this, he was elected an honorary life member of the club, and invited to serve on a committee which will wait on the local member of parliament to seek favorable motorcycle legislation.

At a special executive meeting of the Canadian Wheelmen's Association, Chairman Sauer listened to the arguments of the bicycle men. He did not advise the association to inject itself into motorcycle affairs, expressing the opinion that the two sports could not be made to mingle harmoniously, which is a solemn fact. President Falconer, of the C. W. A., pointed out that as his organization was the only coast to coast body in the Dominion, it would be comparatively easy to formulate plans for a national motorcycle association and rebuild the C. W. A. to embrace riders of both classes.

As far as its object, that of promoting a Canadian F. A. M. district, is concerned, the conference accomplished little, and progress in that direction will remain halted until the warring factions either amalgamate, or one of them withdraws from the field. At present neither shows the slightest indication of giving up the fight, but on the other hand, are marshaling all their resources to gain the coveted control which will entitle the winner to treat with the F. A. M. as the arbiter of motorcycle affairs in the Dominion. Just now the Toronto Motorcycle Club, through its affiliation with the F. A. M. has a slight advantage over its rival, but the latter still is a very considerable factor to be reckoned with.

How To Be an Amateur and Take Cash.

Wonder how it is that some of these trade rider pot-hunters who ramble round the country, and promote snap meets on their own hook, are able to remain in the amateur class. They not only rake in the cash profits, but some of them also ride and win their own prizes, and often these prizes are not up when the meet is run, so instead of bothering to comply with the rules by purchasing prizes for themselves that they don't want, they pocket the money and forget it. Sometimes it is real convenient to be a promoter, if you want to follow racing, too. It is unfortunate that there is not enough sportsmanship in these fellows to make them play the game according to the rules.

New Number Plates in New Jersey.

Following the example of Connecticut, New Jersey is going to furnish motorcyclists with a uniform size of number plate next year, instead of permitting riders to make up their own numbers as in the past. However, the official plates will be supplied without extra charge, and the registration fee remains the same, viz., $2. All licenses expire on December 31 and the commissioner of motor vehicles is sending registered owners blank application cards for renewal of registration and license number.



The Passing of Madison Square Garden Marks Father Time's Flight During 21 Years of Cycle Racing

GARDEN'S LAST SIX DAY RACE THE BEST

First Four Days of the Contest Show Surprising Features—Well Balanced Field of Riders—Records Eclipsed Many Times During Race—Big Crowds Enjoy the Sport—The Contest Will End To-night.

Golden, lithe-limbed Diana, whose graceful figure, modeled by the late St. Gaudens, surmounts the artistic tower of Madison Square Garden, must have sighed when she looked down through the sky-light of the great auditorium and reflected that this would be the last time she would have the opportunity of being godmother to the Six-Day Bicycle Race. For, be it regretfully stated, the beautiful Garden must give way to the demands of commerce, and become a memory.

Diana, tradition has it, was fleet of foot as well as a mighty huntress, and it is small wonder she should consider the bicycle riders her especial proteges. She was evidently determined that the closing Garden race should be a fitting finale to her career as godmother, for the crowds have been bigger, the enthusiasm greater, and the race more interesting that for many seasons past. A more evenly balanced field never was signed by Manager Powers.

At the close of the second day's racing twelve teams were tied for first place, and the fact that the pace was fast is proven by the scorers' tally sheets which show that the riders were three miles and a half ahead of record when the unfortunate accident of Wednesday morning put two of the leading pairs out of commission. Up to this time it seemed to be impossible for the leading teams to gain upon each other.

Europe has certainly contributed three of her best teams to the race, for they have held their own with the American riders in a surprising manner. Never before in the history of the race has the entity of the foreign teams been prolonged for so extended a period. It is likely that numerous six-day races that have been promoted in Europe the past few years have improved the form of her riders for this type of contest.

There is the usual ever-shifting mass of humanity in the Garden at all hours of the day and night. Trim-looking business men, financiers from the stock exchanges, professional men, politicians, clerks, artisans in all branches of trade, not forgetting the ever-present office boy, all mingle together in the arena, straining to get a good look at the flying riders, and the great galleries are crowded to their utmost capacity. The afternoon and early evening bring many of the fair sex to adorn the boxes and reserved seats, and sometimes they linger till the wee morning hours, so interested do they become in the contest.

Bohemia is there in all its splendor after the Broadway restaurants and "lobster palaces" have put the all-nighters into good humor and ready for any sensational feature. In the morning hours between seven o'clock and midday the patronage is of the transient kind—men who drop in for a few minutes just to see "what's doin.'"

To the stranger in town the race is a rare treat, as its continuity enables him to see almost every type of cosmopolitan life which gravitates into the Garden some time during each 24 hours.

The track is of the usual ten-lap variety, highly banked at the turns, oblong in shape.



START OF THE RACE A MINUTE AFTER MIDNIGHT, MONDAY, DECEMBER 11

Adjacent to its inner edges on the northern side is placed the covered cots used by the riders for resting. In addition to these cots, the competitors have separate quarters in different parts of the building. A physician is in constant attendance to give aid to any who may meet with accidents.

Score at End of 24 Hours.

Root-Hill	515.4
Fogler-Clark	514.4
Kramer-Moran	515.4
Halstead-Drobach	515.4
Lorenz-Saldow	515.4
L. Georget-Brocco	515.4
Lapize-Von Houwaert	515.4
Bedell-Bedell	515.4
Pye-Collins	515.4
Cameron-Magin	525.4
DeMara-Lawrence	515.4
Palmer-Wells	515.4
Thomas-Stein	515.3
Galvin-Wiley	515.3
Ryan-Cavanagh	515.2

First Day—Monday, December 11.

On the starting line, facing the Madison avenue end of the Garden the teams were lined up for the start a few minutes before midnight. The riders who represented their teams were as follows: Moran, Hill, Drobach, Clark, Lorenz, Georget, John Bedell, Pye, Cameron, DeMara, Stein, Galvin, Ryan, Palmer, and Van Houwaert. As the clock in the great tower of the Metropolitan Life building two blocks away ceased pealing the hour of twelve, the Hon. Thomas F. Foley, ex-sheriff of New York county stepped forward and fired the shot that sped the riders on their 142-hour journey.

The first mile no laps could be gained or lost and the men then steadied themselves into a 24-miles an hour gait. For some undiscovered reason the Fourth avenue end of the track prover a regular "jinx" to the riders for the first few hours in the matter of punctures to tires. The field would round the turn, when "zip" a tire would go, until over 35 punctures were counted by the officials. Palmer, who wore No. 13, had 13 punctures to his credit before the track carpenters located the source of trouble—several points of nails that projected through the surface of the oval. Fortunately there were no falls of consequence to mar an otherwise perfect field.

When the score was posted for the sixth hour, there was a small flutter of excitement for the riders were two laps ahead of the record of 141 miles and 2 laps, made by Bedell brothers in the race of 1902. The spurt was but temporary, however, and the steady grind that followed was practically unbroken until the eleventh hour when Lorenz suddenly darting out set up a pace that was helped along by Clark and Root. It was then that the scalps of the Galvin-Wiley and Cavanagh-Ryan combinations were secured, and the seven minutes of lively riding sent the last-named teams one lap to the bad.

It looked as though the first day would end without any further excitement, but at the end of the 23d hour Clark started a jump that set the field rolling fast. It continued to roll lively for 15 minutes, when Pye fell. The Stein-Thomas team lost a lap, and Cavanagh and Ryan dropped behind one more. Cavanagh quit an hour later and his partner Ryan was thus forced out of the race.

Of all officials necessary in conducting an event of this sort, the scorers are by no means least important, as on their accuracy often depends final decisions of vexing situations which arise during the progress of the frequent furious sprints. In this work, the veteran Al Copeland, this year, has been admirably succeeded by W. B. Robinson, since 1899 his associate, with Howard Freeman on the opposite shift.

The summary of the first 24 hours, showing the leaders at each hour, and the mileage follows:

Hour.	Team.	Miles.
1	Van Houwaert-Lapize	24.6
2	Georget-Brocco	48.1
3	Clark-Fogler	71.7
4	Galvin-Wiley	95.9
5	Pye-Collins	118.8
6	Root-Hill	*141.4
7	Van Houwaert-Lapize	162.9
8	Lapize-Van Houwaert	183.9
9	Lorenz-Saldow	206.2
10	Georget-Brocco	225.2
11	Lorenz-Saldow	247.4
12	Drobach-Halstead	268.7
13	Kramer-Moran	289.7
14	Hill-Root	310.1
15	Hill-Root	331.1
16	Lorenz-Saldow	352.7
17	Kramer-Moran	373.6
18	Saldow-Lorenz	394.1
19	Stein-Thomas	414.6
20	Brocco-Georget	438.8
21	Hill-Root	455.4
22	Clarke-Fogler	476.2
23	Root-Hill	496.2
24	Root-Hill	515.4

*Record.

Score at End of 48 Hours.

Van Houwaert-Lapize	979.9
Kramer-Moran	979.9
Fogler-Clark	979.9
Root-Hill	979.9
Halstead-Drobach	979.9
Lorenz-Saldow	979.9
L. Georget-Brocco	979.9
Bedell-Bedell	979.9
Pye-Collins	979.9
Cameron-Magin	979.9
DeMara-Lawrence	979.9
Palmer-Wells	979.9
Thomas-Stein	979.8
Galvin-Wiley	979.8

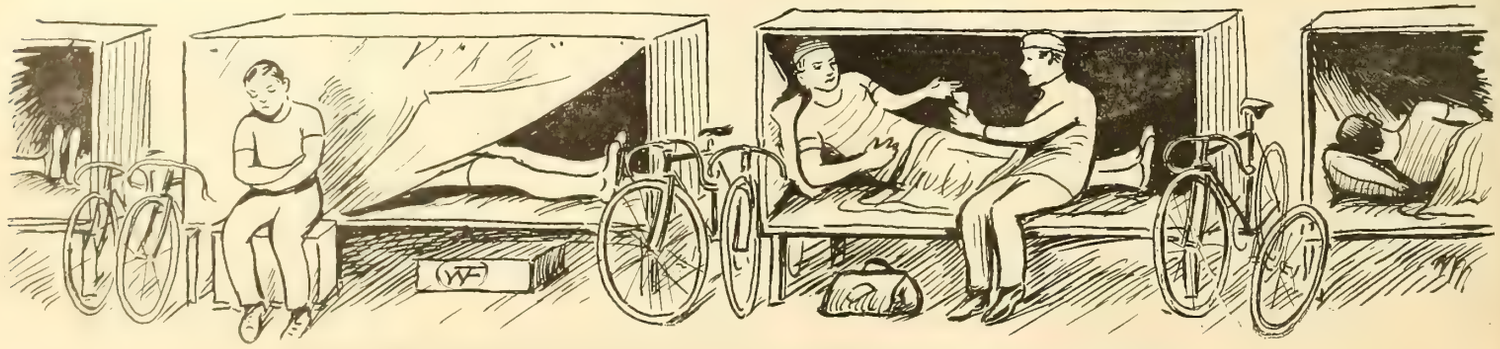
Second Day—Tuesday, December 12.

Sultry, warm and unseasonable weather that prevailed from the time the race started had a depressing effect on the riders and the race resolved itself into one of the processional order, enlivened by occasional spurts. Stein made a faint attempt to get back the lap his team had lost, but the task was hopeless.

The steady average grind, however, began to tell on the record at six o'clock in the morning, the 36th hour. Root was leading the field when the hour was clocked and the score showed one mile and eight laps better than previous best time, made by Macfarland and Clark last year. Once ahead of the old mileage the riders seemed to take renewed interest in their work, and the record breaking fest continued right up to and including the 48th hour, the close of the second racing day's history, when they were three miles and one lap ahead of previous best figures

At half past five in the afternoon there was some lively going and Kramer received a puncture in front wheel. He wobbled and fell in front of John Bedell, who went over him and careened along the track for 50 feet, landing on the top of his head. It looked as though it was all up with John, but he only blinked a few times, rubbed his head, walked around to his camp and mounted a new wheel amid the plaudits of the crowd.

There was some lively sprinting during the 48th hour. At half past eleven Clark made a jump that set the big crowd on edge and the track was a mass of flying wheels. In making reliefs some of the riders were crowded too close to the black line before starting out, and Lorenz, who was leading, tried to avoid a collision. The swerve threw him and Lawrence, Clark and



ALONG THE TRACKSIDE ARE LINED UP THE COMPETITORS' COTS FOR RESTING

Van Houwert also went down in the mix-up.

Hours.	Teams.	Miles.
25	Clark-Fogler	536.3
26	Kramer-Moran	554.9
27	Hill-Root	574.2
28	Hill Root	592.6
29	Pye-Collins	611.2
30	Root-Hill	*631.6
31	Kramer-Moran	*648.9
32	Fogler-Clark	*667.3
33	Lorenz-Saldow	*684.3
34	Clark-Fogler	*704.5
35	Brocco-Georget	*724.7
36	Lawrence-De Mara	*743.6
37	Halstead-Drobach	*763.3
38	Drobach-Halstead	*783.0
39	Brocco-Georget	*802.7
40	Root-Hill	*822.3
41	Root-Hill	*840.7
42	Brocco-Georget	*860.2
43	Fogler-Clark	*880.0
44	Lorenx-Saldow	*899.4
45	Brocco-Georget	*918.5
46	Clark-Fogler	*937.5
47	Brocco-Georget	*961.0
48	Van Houwert-Lapize	*979.9

*Record.

Score at End of 72 Hours

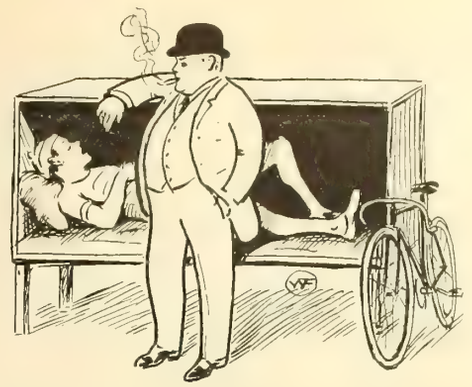
Pye-Collins	1417.2
Kramer-Moran	1417.2
Fogler-Calrk	1417.2
Halstead-Drobach	1417.2
Lorenz-Saldow	1417.2
Cameron-Magin	1417.2
Palmer-Wells	1417.2
DeMara-Lawrence	1417.2
L. Georget-Brocco	1417.1
Lapize-Von Houwaert	1417.1
Hill-Bedell	1417.1
Thomas-Stein	1417.1
Galvin-Wiley	1417.0

Third Day—Wednesday, December 13.

Records ceased to fall in the 51st hour and there was every legitimate reason for it. It was about half past one in the morning that Lapize, one of the French riders, let his gay Parisian nature bubble over and he started a series of short sprints, after each one checking up and laughing gaily at the rest of the field.

This hilarity on the part of the gay Parisian evidently grated on Eddie Root's nerves, and he started out from the bunch to put up a sprint of the hair-raising variety. He succeeded but the result was different than what he expected. While going at topmost speed at the head of the field Root's front tire exploded. He went down and over him piled Menus Bedell, Wells, DeMara, Cameron and Thomas. When the decks were cleared it was found that Root had severed an artery in his knee, and that Menus Bedell was badly bruised in the shoulders and the left side of his face terribly lacerated.

The accident so reduced the speed of the men that record breaking went glimmering for the time being. Both Root and Bedell gamely resumed the race, but at 8:19 Root's knee became so weak that he was compelled to retire. His partner, Fred Hill, had four hours under the rules in which to secure a new partner, and within the time limit relieved John Bedell, the injuries to Menus compelling his retirement. The re-



MANAGER POWERS LOOKS THINGS OVER

constructed team took the usual one lap penalty, which put it in the second division.

At ten minutes past four in the afternoon there were eight minutes of wild sprinting. Clark started the ball rolling with a well-timed jump and was closely followed by John Bedell. The first man to feel the effects of the pace was Lapize. He was soon lapped, as also was Brocco of the French team. The Galvin-Wiley team came in for the loss of another lap at this juncture. A fall by De Mara brought the sprint to a close, with five strokes of the scorers' bell—the signal given in case of accident.

About six o'clock Kramer and Georget collided on the easterly turn and the champion landed on his back. The shock knocked him unconscious for a matter of ten minutes. Georget was unhurt.

Soon after some enthusiastic individual in one of the arena boxes threw a water glass toward the track. His aim was perfect, and the glass broke into a thousand pieces. There was a number of punctures, and Hill fell, but fortunately the damage ended with that. The referee called the riders off the track, which was swept clean, and the race was then resumed. The man who threw the glass was promptly arrested and sent to the police station to think it over.

Eleven o'clock in the evening seemed to be a popular hour for starting something, and it came off on time. A sprint was started by Pye, and after a few laps Stein fell. The scorers' bell was struck but apparently the riders did not hear it for they tore around the track like mad for the next 20 minutes. The bell to resume was not rung, as the field was incomplete, and, of course, no laps could be lost of gained. A second fall, which brought down three more riders, caused a second five bells to be rung and the sprinting ceased. The crowd, however, got its money's worth of excitement even if the "jam" didn't officially count.

Hour.	Team.	Miles.
49	Brocco-Georget	*1000.2
50	Kramer-Moran	*1018.1
51	Pye-Collins	1034.1
52	Brocco-Georget	1051.1
53	DeMara-Lawrence	1068.5
54	Magin-Cameron	1086.9
55	Moran-Kramer	1102.5
56	Pye-Collins	1120.9
57	Collins-Pye	1138.2
58	Collins-Pye	1157.2
59	Kramer-Moran	1175.4
60	Magin-Cameron	1193.1
61	Pye-Collins	1210.2
62	Lorenz-Saldow	1228.6
63	Saldow-Lorenz	1248.3
64	Fogler-Clark	1267.6
65	Fogler-Clark	1281.4
66	Pye-Collins	1305.4
67	Saldow-Lorenz	1320.0
68	Lorenz-Saldow	1342.4
69	Saldow-Lorenz	1362.6
70	Lorenz-Saldow	1382.7
71	Clark-Fogler	1402.5
72	Pye-Collins	1417.2

Score at End of 96 Hours.

Pye-Collins	1870.3
Kramer-Moran	1870.3
Fogler-Clark	1870.3
Halstead-Drobach	1870.3
Lorenz-Saldow	1870.3
Cameron-Magin	1870.3
Palmer-Wells	1870.3
DeMara-Lawrence	1870.3
L. Georget-Brocco	1870.2
Hill-Bedell	1870.2
Thomas-Stein	1870.2
Lapize-Von Houwaert	1870.2
Galvin-Wiley	1870.1

Fourth Day, Thursday, December 14.

The peaceful plod of the six-day tourists was disturbed at half past five in the morning, when Van Houwaert, the tall Belgian, started to reel off laps at an alarming rate. The rush was soon checked, however, by the fall of John Bedell, the frame of his bicycle parting and letting him down in a heap. Fortunately there was no serious injury except to the wheel.

About half past eight there was another broken glass incident—this time an accident. A trainer was crossing the track with a bottle of hot milk. It toppled and crashed the bottom, the top part rolling down the track in front of Saldow. He dodged and veered straight down the bank, landing in one of the training camps. His left side was bruised by coming in contact with a small ice box.

The afternoon was passed in futile efforts to catch up with record figures and the scores showed the riders varying a mile or two below the highest distance marks. They became really busy about seven o'clock and at 7:51 tied the old score, the 92d hour showing a net gain of three miles and three laps.

Immediately after the record had been passed Clark and Hill lit out from the field. There was a wild scramble and several teams were in danger of being lapped, when Cameron's tire exploded and both Wells and he went down the bank. Their wheels were a twisted mass of steel, but no bones were broken.

There has been no diminution in the attendance, in fact, the crowds have increased in size as the race progressed. Every available seat has been utilized and the standees number thousands in the center arena and end platforms.

Near the close of the fourth day there was a sharp sprint which resulted in Van Houwaert being lapped.



C. H. NORTHRUP O. WALKER W. SAMUELSON T. M. SAMUELSON JOE WOLTERS

This Picture Tells Its Own Story—A

Last week, we told you how Joe Wolters smashed two more world's records in California, when, at Oakland, he reeled off 5 miles in 3.27 and 10 miles in 6.58. Here's his picture—in center—together with the chromos of other **track** notables.

The Kodak caught them all with the **goods on.**

THE GOODYEAR TIRE & RUBBER





BALKE EARL ARMSTRONG RAY SEYMOUR AL. WARD JOHN ALBRIGHT

Eloquent Appeal to Common Sense

These riders boost and yell and root for Goodyears just because they **know** that Goodyears are the strongest, safest, speediest motorcycle tires made—bar none. And that's the reason and the **only** reason why they all **ride** them. Also, it's the reason why the largest motorcycle manufacturers in America have specified Goodyears for their 1912 output.

OMPANY, Moal Street, Akron, Ohio





C. H. NORTHRUP O. WALKER W. SAMUELSON T. M. SAMUELSON JOE WOLTERS CHAS. BALKE EARL ARMSTRONG RAY SEYMOUR AL. WARD JOHN ALBRIGHT

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THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio



The record was again passed in the 92d hour, and the following hour showed the field still six laps ahead of former figures.

The Galvin-Wiley team retired from the race at fifteen minutes past twelve Friday morning. Summary:

Hour.	Team.	Miles.
73	Fogler-Clark	1436.1
74	Clark-Fogler	1457.2
75	Fogler-Clark	1476.5
76	Kramer-Moran	1493.4
77	Clark-Fogler	1512.2
78	Fogler-Clark	1528.1
79	Fogler-Clark	1543.2
80	Fogler-Clark	1561.6
81	Clark-Fogler	1580.3
82	Lorenz-Saldow	1601.2
83	Pye-Collins	1621.4
84	Pye-Collins	1638.8
85	Fogler-Clark	1656.8
86	Fogler-Clark	1674.2
87	Moran-Kramer	1694.1
88	Kramer-Moran	1715.4
89	Fogler-Clark	1736.4
90	Pye-Collins	1753.5
91	Clark-Fogler	1772.5
92	Fogler-Clark	*1796.3
93	Fogler-Clark	*1812.3
94	Fogler-Clark	1830.8
95	Fogler-Clark	1849.5
96	Pye-Collins	1870.3

*Record.

Side Lights on the Big "Grind."

Figure to yourself the interior of a building having the area of a city block—on the floor of the building, a yellow pine track oblong in shape, with rounded ends banked to an angle of 45 degrees, 15 feet in width and one-tenth of a mile in circuit—in the infield, standing room for possibly two thousand persons in addition to the clutter of vendors' stands usual with large amusement projects and the press-stand, overflowing with alert reporters and shirt-sleeved telegraphers—on the inner edge of one of the straight stretches, a row of fifteen muslin-walled and roofed shelters affording just enough space for the cot on which one or the other of the two members of the respective teams will attempt to snatch the much-needed rest during his "spell" off the track, often useless owing to the recurring frequency, throughout the seemingly interminable 142 hours of the race—surrounding all, three tiers of seats reaching to the very roof of the vast coliseum crowded to the capacity limit with an expectant cosmopolitan audience and you have the setting for New York's unique annual six-day race in Madison Square Garden.

The present event, as noted elsewhere, is the 19th annual, and last, in the historic structure and, as in many former years, is under direct promotion of the astute Patrick T. Powers, who has been actively interested in bicycle race promoting since 1893 and is likewise a prominent figure in other lines of sport, especially baseball and pugilism.

Considering the fact that the curtain will ring down for the last time to-night, a few words concerning those who may be said to have become fixtures by reason of their regular reappearance together with others of more or less prominence for various reasons and some incidents, observed in the smoke-laden, odoriferous and indescribable "Garden" atmosphere, will no doubt be of interest to followers of the sport who may not have had the opportunity of being among the hundreds of thousands of yearly spectators.

No parade and introductions of the riders were held this year but the fifteen gladiators who lined up at the tape and faced the formidable array of flashlight artillery, for their respective teams, had little cause to mourn a loss of former glamour as the photographers' battalion was quite the largest and the encouraging yells of delight and good wishes from the more than 12,000 spectators were the longest, loudest and most voluminous that ever sped a six-day field on its journey as the riders bent to their task in response to the crack of the starters's pistol, in the battle for gold and glory.

Rambling round on a tour of discovery one finds the riders' headquarters fitted with kitchens and stocked with provisions, wheels, clothing, first-aid-to-the-injured outfits and other necessities of a big race almost sufficient to operate a Wanamacysiegull store.

Upstairs again, the incessant whir of wheels is heard, the sound suddenly intensifying in volume to a sullen roar, not unlike Niagara, as the riders, rolling over the raised board flooring of the track, jump into a sprint in response to the challenge of one who has made his getaway from the line for a few yards gain—the pack is after him in full cry, and the battle is on, seemingly, pandemonium reigns on the track, partners are being relieved in half-minute intervals, trainers are scurrying everywhere to steady each relieved rider on his wheel until his turn again comes to take up the running, and the "jam" is on; with the spectators expressing their approval by every vocal and muscular means within their power.

In catering to the news requirements of the crowd, the "Bicycling World" this year attained the dignity of a sales booth, an innovation for the Garden race in the news dealing line.

High up on the gallery fronts among the banners extolling the merits of this or that "extracts" and "bitters" is observed a new comer calling attention to the prime object of the United Cyclists—the project of creating a fund to finance a bicycle team to represent Uncle Sam at the Fifth Olympiad in Sweden, next July.

The Motorcycle Dealers' Association of Greater New York evidently believes in the doctrine that "in the bicycle rider of to-day is the motorcycle user of to-morrow," as its silent salesman, the first of its kind, is prominently displayed.

A suggestive scent through the hatchway in the center of the arena, tempts one to descend to the "grotto," and there is presented the opportunity to demonstrate to one's satisfaction the merits of the various liquid exhilarators as extolled on the aforementioned majority of the banners on high. Opposite is observed the pavilion whereat is prepared and dispensed links and miles and cords of the festive "hot dog" under the watchful eye and skilful hand of a seven-year concessionaire, F. A. T. Moore.

In the arena the same strong man who has operated for the past dozen years displays his dexterity and strength pulling the candy to snowy whiteness.

The same band master who has directed the efforts of the Sixty-ninth Regiment Band since the first race in 1891 is still wielding the baton.



CHARACTERISTIC ATTITUDES OF TWO RIDERS GUESS WHO?

Eight-Day Race at Mainz, Germany.

By a margin of six laps, which advantage they had held for four days, Ludwig and Rossellen, riding as a team, won the eight day's race of ten hours per day, November 19-26, at Mainz, Germany. The distance covered by the winning team was 2,224.4 kilometers, equal to 1,382 miles. The second team to finish was Echterhoff and Zeeh.

Warrnambool Winner Disqualified.

A. R. W. Collins, winner of the recent Warrnambool Road race, Australia's cycling classoc, has been disqualified on the protest of the third man to finish, F. Lessing, the latter claiming that Collins held him by his clothing in the sprint. Collins has appealed the decision.

KRAMER'S WORLD-BEATING SPRINT

Exercises It in Winning Match Race with Clark and Lorenz at Madison Square Garden.

Showing a world of speed and demonstrating conclusively his mastery of match racing on small tracks, Frank L. Kramer again won the head-liner event on the program of the usual curtain-raising meet for the annual six-day race in Madison Square Garden last Saturday night, December 10. Kramer's decisive victory came in two straight heats of the international three cornered match race when he met A. J. Clark, his runner-up in the championship series and Willy Lorenz, of Germany, who once this past season has met and defeated Walter Rutt, and who with Karl Saldow as partner, has been giving a very good account of himself in six-day races in Germany, and will attempt to do likewise in the "Nineteenth Annual."

Joseph A. Fogler won the ten-mile open, professional, in which started 20 of the entrants for the six-day race, and divers other pros. Punctures and spills rapidly depleted the ranks in this event until at seven miles there were but five riders on their wheels. Lloyd Thomas was a close second and George Wiley was third.

Ten heats were required to sift the amateurs down in the quarter-mile open and two semi-finals. Paul C. Heidrich led Chester Smith over the tape with a length to spare in the final and three lengths separated the latter from the third man, Earl L. Adams.

Long-markers had the call in the eight preliminary and final heats of the half-mile amateur handicap which was won by Herbert Clouse (60) with Joseph Brexel (70) five lengths in the rear for second.

Elmer Collins put up one of his usual displays of gameness when overtaken by a puncture in the second mile of his five-mile match with "Jimmy" Moran following the motors Moran showed signs of distress early in the race and was being overhauled rapidly by Collins when the latter punctured; jumping on a sprint wheel that happened to be standing alongside the track, Collins was in the battle again with a loss of two laps. With his feet whirling pin-wheel fashion on the low sprinting gear, Collins quickly drew up alongside but found the effort too great and was forced to drop back after riding a three-lap duel on the narrow track, a performance fully appreciated by the more than 10,000 spectators, who voiced their approval in no uncertain manner. The summary:

One-quarter mile open, amateur—Won by Paul C. Heidrich; second, Chester Smith; third, Earl L. Adams; time, 0.32⅗.

One-half mile, handicap, amateur—Won by Herbert Clouse (60); second, Joseph Brexel (70); third, George Pauli (30); time, 1.00⅘.

Three-cornered match sprint race, professional—First heat (one mile), won by Frank L. Kramer; second, A. J. Clark; third, Willy Lorenz; time, 3.18⅕. Second heat (half-mile), won by Kramer; second, Clark; third, Lorenz, time, 1.00⅗.

Two mile pursuit, professional, Joseph A. Fogler versus Edward Root—Won by Root by eight yards; time, 4,17.

Ten mile, open, professional—Won by Joseph A. Fogler; second, Lloyd Thomas; third, George Wiley; fourth, Karl Saldow; fifth, William Palmer, Jr.; leader of most laps, Palmer, 24 laps; mile prize winners, one to nine miles inclusive, Alfred Halstead, Norman Anderson, Peter Drobach, E. A. Pye, Thomas, Edward Root, Saldow, Palmer; time, 24.31⅗.

Five-mile motor-paced match, Elmer Collins (C. Turville) versus James F. Moran (J. Hunter)—Won by Moran; time, 8.03.

Crescents Hold Run and Closed Sprints.

The Crescent Bicycle Club, of Baltimore, held a run to Clifton Park, Sunday, December 10, and in connection therewith held a series of closed club races around the lake, on a roadway seven-eighths of a mile in length. The weather conditions were ideal and the track was fast, spirited contests were the rule in all the events, and the day's pleasure was voted perfect in every particular by all participants. Summary:

Class E riders—Won by Joseph F. Solan; second, William Vogel; third, Joseph Casey. Time, 2:38.

Class D riders—Won by J. Fred Huber; second, Fred M. Sanborn; third, Joseph F. Solan. Time, 2:31.

Class C riders—Won by Thomas W. Baker; second, Charles H. Thoms; third, J. Fred Huber. Time, 2:25.

Class B riders—Won by August T. L. Leimbach; second, William A. Leimbach; third, Thomas W. Baker. Time, 2:16.

Free-for-all—Won by August Leimbach; second, William A. Leimbach; third, Langdon M. Sanborn. Time, 2:20.

Busy Days in Australian Cycling.

The Australian cycling world is now in the throes of anticipation anent six-day races as the first of two under the management of the J. D. Williams Amusement Co., is scheduled to start at the Sydney Cricket Grounds, Sydney, N. S. W., January 1; the races will be run on plans very simliar to those of the Madison Square Garden events; the entries are limited to 40 teams. In addition to the bicycle races there will be pedestrian events occuring simultaneously in the infield. A month following the Sydney race there will be one held in Melbourne, and for the first time since its origination in 1886, the great Austral Wheel Race will pass out of the hands of the Melbourne Bicycle Club and will be run in connection with the six-day race under the J. D. Williams management.

WORLD'S CHAMPIONSHIPS FOR 1912

August 25-28 and September 2 Approved as Dates by the U. C. I.—Newark Velodrome the Place.

Official dates for the World's Cycle Championship races for 1912, under the patronage of the Union Cycliste Internationale, have been announced by the international secretary, M. Paul Rousseau, whose official headquarters are located in Paris. The dates approved are August 25, August 28 and September 2.

At the annual meeting of the U. C. I. in February, the championships for 1912 were awarded to the United States at the solicitation of the National Cycling Association, after the latter organization had completed arrangements to have them contested on the new Velodrome at Newark, N. J. Messrs. Mihlon and Chapman, proprietors of the Velodrome, prepared a schedule of dates that was submitted by the N. C. A. to the U. C. I., and the above announced dates were the ones chosen.

The list of championships include the 1,000 meters events for both amateurs and professional sprinters, and the 100 kilometers motor-paced championships for the gasoline machine followers in both classes. In addition Manager Chapman, of the Velodrome, has prepared a fine card of other events which includes in the professional class a one mile tandem championship, one, two and three mile handicaps, and two and five mile invitation races for first-class riders. Three amateur races will be added.

On the return of Mr. Chapman from Atlanta, Ga., where he has been visiting his mother for some time, active preparations will be begun to secure the entries of the champions of all countries affiliated with the U. C. I., and it is possible Mr. Mihlon and he will visit the European centers with that object in view before spring.

Friends of Mr. Chapman will be pleased to learn that he is rapidly recovering from his attack of typhoid fever contracted while on his travels in the Southland.

Hoffman Successfully Repels Invaders.

Hoffman, representing Germany, won the three cornered, three heat match at the Berlin Winter Velodrome, Berlin, Germany, November 30. The total scores for the three heats of one-half, one, and one and one-half miles are: Hoffman, Germany, two firsts, one second—4 points; Ellegaard, Denmark, two seconds, one third—7 points; Stol, Holland, two thirds, one first—7.

Walker Returns Home to Ride.

Gordon Walker, one of the Australian contingent that has become familiar to followers of bicycling in this country, is now in his native land and will take part in both six-day races to be held there.

Foreign Fashions in Motorcycles for Next Year

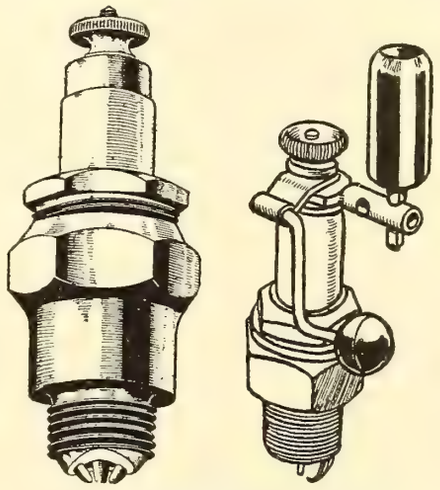
London, England, Dec. 3.—Now that the second Olympia motorcycle show has passed into history the trends in design which it disclosed, and the trumps and other mechanical cards drawn from the deck of experience during the past year offer much food for sober discussion. How many of the latter will pass into the discard remains to be seen. In common with the motor car in the early years of its development, the rapid advances in design have rendered the motorcycle of two seasons back practically obsolete. While the motorcycle designer has had the benefit of the research and experience of the car builder to aid him in sidestepping mechanical mistakes in design and construction, the conditions encountered in the motorcycle were far more onerous than in the car, so it is but natural that a long period of experimental work was necessary before an encouraging degree of success was attained.

By far the most striking development of the past year is the general adoption of the change speed gearset with two, three, and even four reduction ratios. Accompanying this luxury is the strong tendency to operate the low-speed by pedal, facilitating smooth and easy starting. Chain drive has gained a strong foothold, particularly among old and conservative makers, heretofore swearing unwavering allegiance to the belt. The result of the last Tourist Trophy race is the answer to this about-face. Occupying a front seat in the gallery of new things, the hand and foot starters show by their numbers that not a few manufacturers finally have discovered that the public long has been tired of taking a course in gymnastics in starting motorcycles, and wanted the task made easier. Engines also show a touching up in details, and in some cases have been completely rebuilt.

To many show visitors interested in the technical side, the new gearsets were by far the most interesting objects under the great roof of Olympia. The new Sturmey-Archer three-speed, which is a combined hub gear and clutch, and applicable to any standard motorcycle, always had a crowd around the stand where it was shown. In addition to a multiple disc clutch, the hub contains two trains of epicyclic gearing. The speed ratios are obtained by sliding a double sun pinion, which engages at different positions in its travel, with the axle for direct drive, and with intermediate and low pinion carriers for the second and first speeds. The clutch is mounted outside the hub shell, and the direct drive is on high.

Another popular type is the Armstrong three-speed. This is made in two types, for a single track motorcycle, and a side-car outfit. In the latter model, the heavier work required, is provided for by the use of more discs in the clutch. The discs are made of phospor bronze and steel, and placed alternately.

In the Bradbury two-speed gearset, which receives and delivers a double chain drive, the high gear also is in the top of the case, like the Armstrong, and the gears always are in mesh, being engaged by sliding dog clutches. Either two or four speeds may be had with the Clyno gearset. The two-speed set is standard, and has a direct drive on both speeds, each being connected to the rear wheel by chains, one on each side of the hub. The drive is obtained through expanding clutches. The four-speed system incorporates sliding dog clutches which combine with the double chains to produce the quadruple ratios. Two other simple and generally similar gearsets are the Lake and Elliott, and A. J. S. The latter is of the countershaft type and incorporates two speeds and a clutch.



Three Point Electrode and Telephone Jack Terminal Plug Novelties

In the past the carbureter has been neglected, but now is receiving the attention it deserves, in minor departments. The well known Amac is used on many machines. The new Puch Senspray carbureter seems to particularly meet the demands of motorcycle work, being designed to give perfect vaporization under all conditions of air supply. Brown and Barlow, another leading maker, showed no less than eight types, embodying the results of their long and exhaustive experiments in this field. Their leader is a new variable jet, and variable piston throttle stroke, in which particular attention has been paid to securing easy adjustment from the saddle.

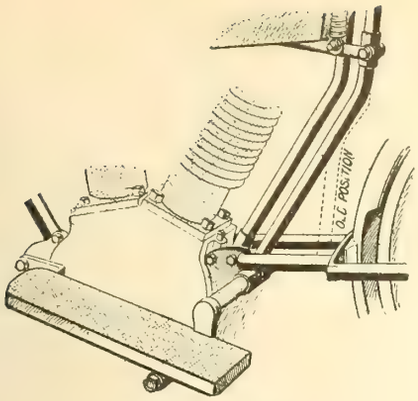
Because of the entirely different and exceedingly complex problems which they involve, two cycle carbureters are highly interesting. That fitted to the well known two-cycle Scott has been entirely redesigned. Ordinarily all air is sucked past the jet from the space between the crank chamber walls, where it is warmed previously, while the auxiliary supply is admitted through an attachment affixed to the main air inlet valve. The Phelon & Moore single jet carbureter also has a novel feature, in its piston control. One of its virtues is the ease with which it can be dismounted and inspected.

Many of the new motors, and changes in the old ones, are noteworthy, and deserving of comment. The Humber 3½ h. p. is one which has undergone almost complete transformation. In addition to offsetting the cylinders, their displacement has been increased. On the larger Humbers a handlebar-controlled half-compression release is fitted. Like its carbureter, the two-cycle Scott motor has been altered considerably. It has a larger bore, and the cylinders are remodeled, now being a very smooth casting. The aluminum crank chamber has been strengthened by the insertion of webs.

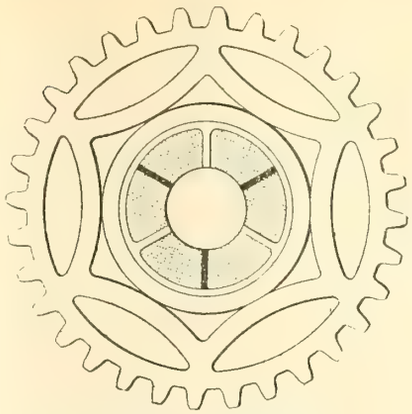
To meet the demand for a powerful single for hill climbing from that class whose wants are not to be satisfied by a twin, the 6 h.p. Precision was developed. It is the daddy of the line, the children being the widely popular 3¾ h.p., and the baby 2½ h.p. The later has been made more oil tight. A unique feature of the Hudson is the slidable magneto bracket to adjust the magneto drive chain. An enclosed roller chain is used.

There are several earmarks by which the new Clymo 5½ h.p. may be distinguished. The cylinders are set at 55 degrees, and are linked to large flywheels. Valves are set tandem and operated by two cams. In the Rex the fitting of ecentric cams to the flywheels is claimed to have made possible higher motor speeds. The crankshaft is mounted on roller bearings. The magneto now is chain driven, and provision has been made for easy retiming, should the instrument be dismounted.

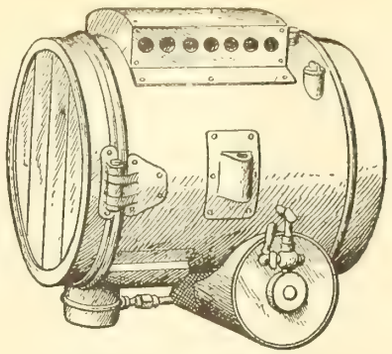
Interesting construction is observable in the new Excelsiors which are made in sizes of 3½ and 4½ h.p., respectively. Both employ semi automatic sight feed lubrication through the cylinder walls, and thence to the wrist pin. The main bearings are served by ducts from a separate lead. In the Lloyd the bore and stroke have been increased. It mounts the new enclosed arch Bosch magneto in front of the motor, the armature rotation being accomplished by enclosed gears. Many other motors also carry the latest Bosch ignition.



Bat Spring Frame



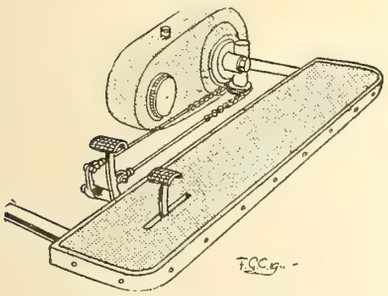
Shock Absorbing Rubber Blocks in Enfield Sprocket



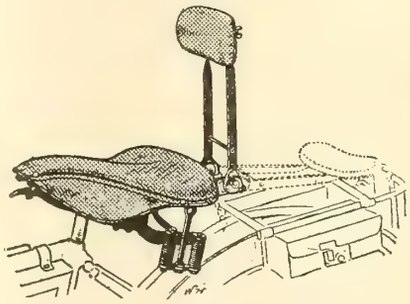
Headlight with Self Contained Generator



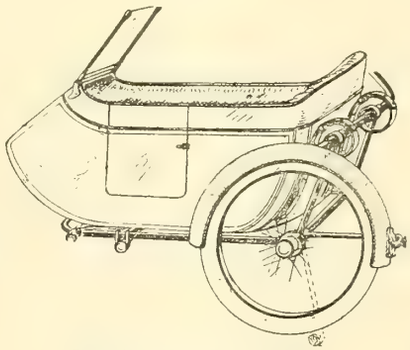
Adjustable Handlebar Mirror



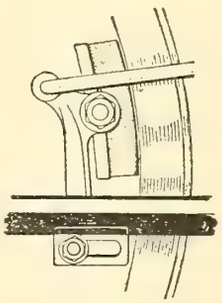
Enfield Two-Speed Control



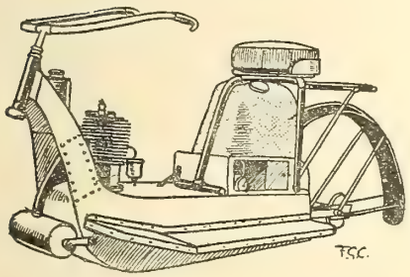
Saddle Folding Backrest



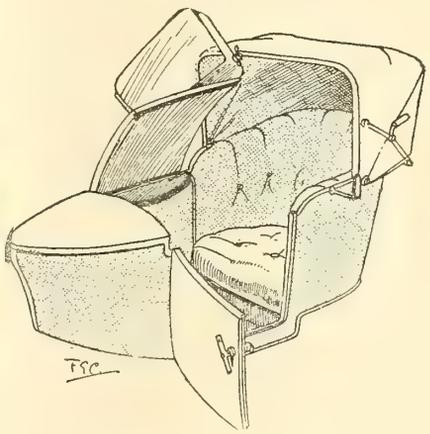
Canoelet Sidecar Novel Spring Suspension



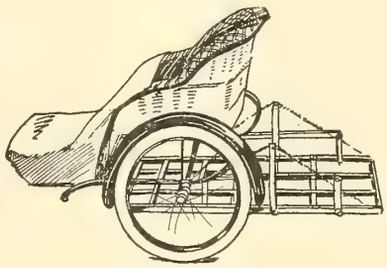
A. J. S. Belt Rim Brake



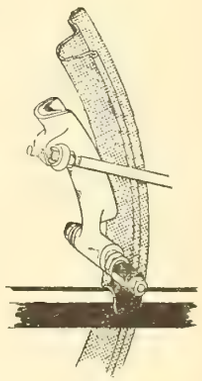
Pressed Steel Open Frame Construction Exemplified in the Swan



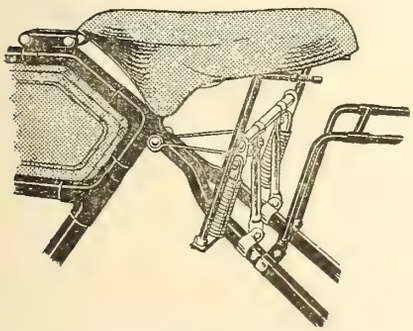
Turner Idea of Sidecar Luxury



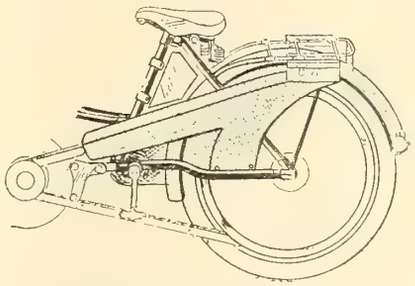
Milford Folding Luggage Carrier



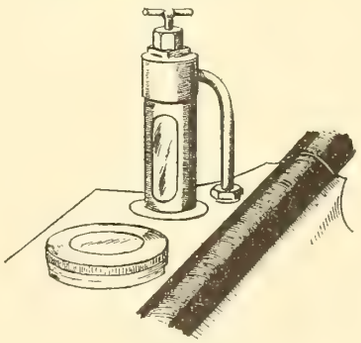
Hudson Belt Rim Brake



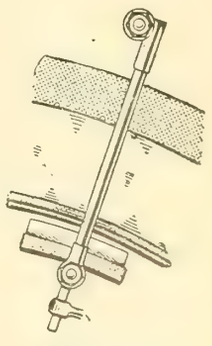
Lycett Low Saddle Suspension



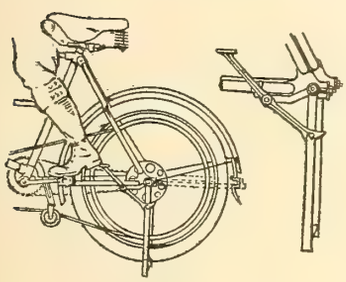
Dress Guard on Ladies Humber



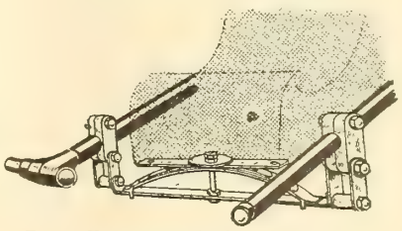
Rex Sight Feed Oiler and Glass Tank Cap



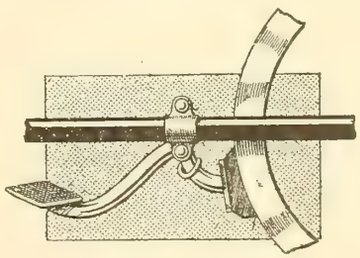
Alldays Front Rim Brake



Puch Kick-Up Stand

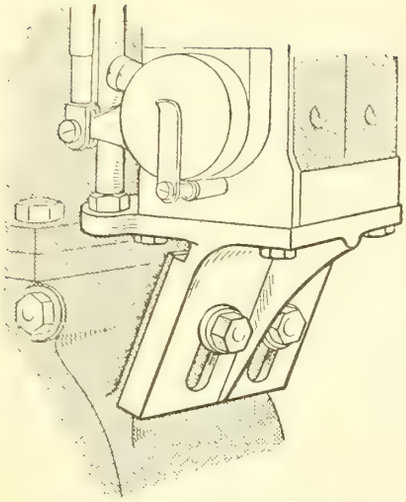


Front Transverse Spring Suspension on Montgomery Sidecar

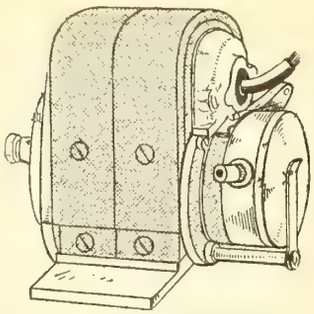


Simple Puch Belt Rim Brake

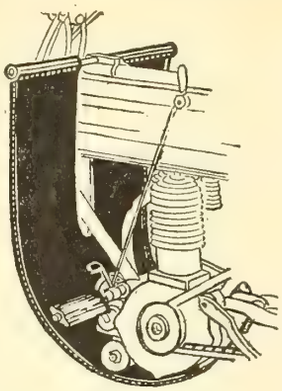
Some More Features and Innovations Uncovered on British Motorcycles at London Show



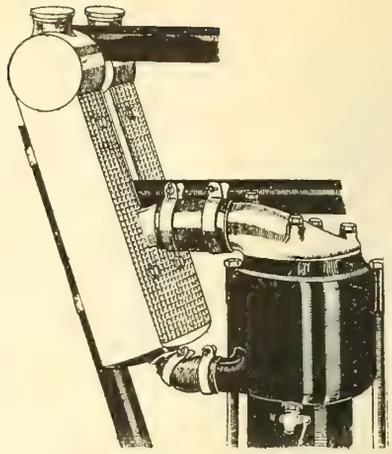
Hudson Slidable Magneto Base for Adjusting Driving Chain



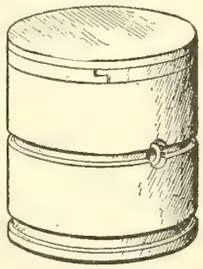
Eisemann Protected Magneto



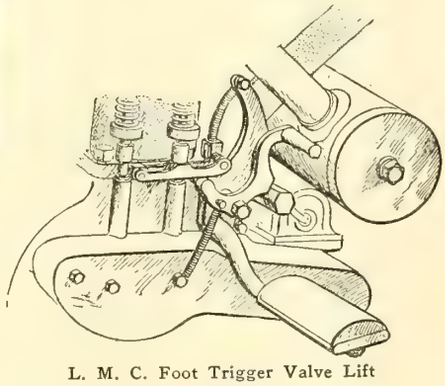
Leg Shield for Cold Weather



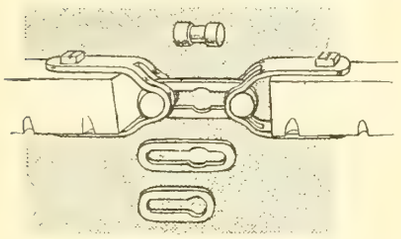
Rex Radiator and Cylinder Water Jacket



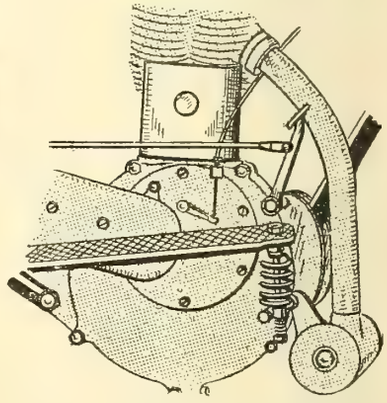
Hudson Piston Ring Layout



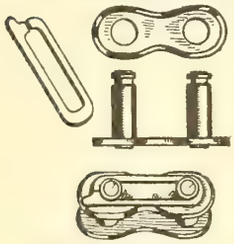
L. M. C. Foot Trigger Valve Lift



Variable Length Belt Coupling

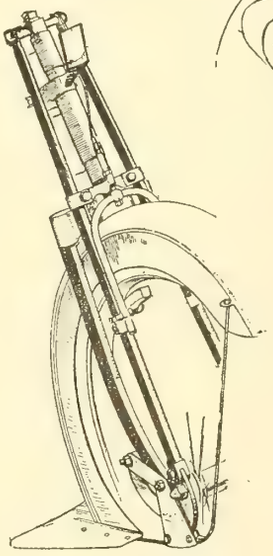


Spring Foot Boards and Enclosed Valves on Alldays

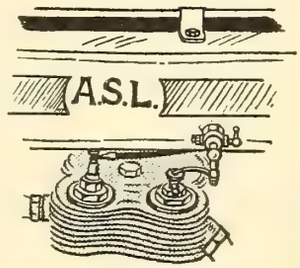


Renold Quick Detachable Chain Link

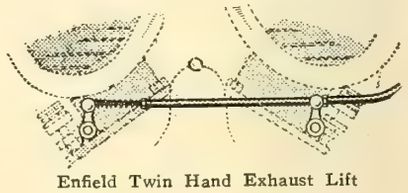




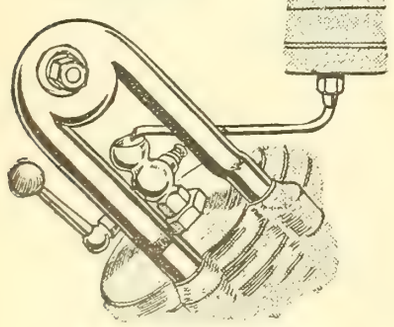
P. & M. Spring Fork and Guard



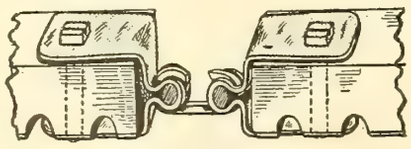
A. S. L. Priming Pipe for Easy Starting



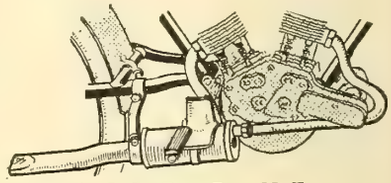
Enfield Twin Hand Exhaust Lift



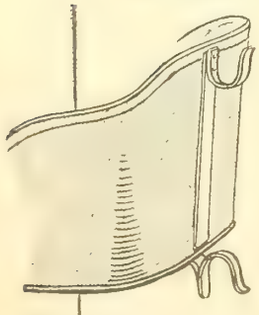
P. & M. Cylinder Head Truss and Priming Unit



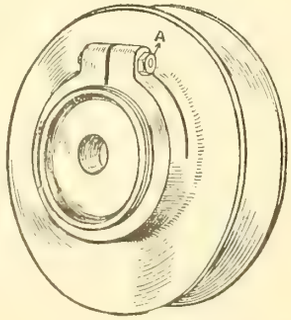
Square End Belt Coupling



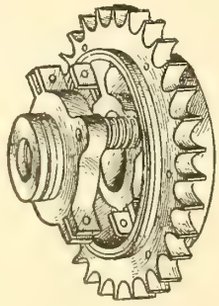
A. S. L. Foot Rest Muffler Shield



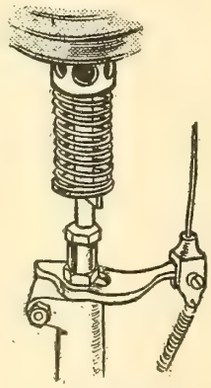
Clyno Sidecar Spare Tire Holder



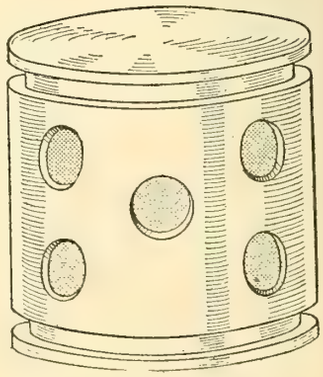
Matchless Adjustable Pulley



Bat Clutch Opened



P. & M. Exhaust Spring Radiating Collar



Quadrant Drilled Piston and Ring Grooves

Interesting Mechanical Pick-Ups on 1912 Motorcycles Exhibited at Olympia.

Latest F.A.M and Club News.



TRACK FRANCHISE RESOLUTIONS

Hamilton and Thornley Each Submit a Set to F. A. M. Directors—To Take Action at New York Show.

Two sets of resolutions concerning the granting of franchises to motorcycle board track owners or operators during the coming season, are before the Board of Directors of the F. A. M. for consideration. President Hamilton fathers the first set, accompanying this article, and Chairman Thornley, of the Competition Committee, the second. A vote already has been taken by the board but no agreement was reached.

In order that the directors may acquaint themselves with the opinions of the trade and riders at large in the matter before taking further action, Chairman Sauer, of the Legal Action Committee, has sent copies to the trade journals, so that all interested may become familiar with the resolutions, and have an opportunity to express themselves. President Hamilton will call another meeting of the directors in New York, during the week of the motorcycle show in January, when the matter again will be tackled and an effort made to arrive at some decision. Following are the resolutions:

President Hamilton's Resolutions.

First—The track shall not be over four laps to the mile (preferably three); shall be properly constructed and measured as to correct distance, and an engineer's certificate of measurement filed with the chairman of the Competition Committee.

Second—In cities with a population of 1,000,000 or over, preferred sanctions shall not be issued to two or more tracks located within 15 miles of each other. In cities where the population is less than 1,000,000 preferred sanctions shall not be issued to two or more tracks located within 50 miles of each other, except in cases where two cities each having a population of 200,000 or over, are located within 50 miles of each other, and when so located one track in each city may receive the benefit of preferred sanctions.

Third—In order for the owner or lessee of an approved track to secure the advantage of preferred sanctions, such owner or owners or lessees must make application to the chairman of the Competition Committee for such dates during the season as he or they may desire sanctions for, with the understanding that not more than three preferred dates will be allowed in any one week, and the first approved track shall have no preference to a sanction for any dates not spoken for at least 30 days in advance. No track shall be considered as entitled to preferred sanctions that does not apply for at least 25 sanctions during the calendar year.

Fourth—The first approved track shall not be protected in the matter of preferred sanctions for a longer period than three years, and then only on condition that at least 25 sanctions shall be applied for not later than June 1st and taken in each calendar year. The three year period, as well as the mileage limitations may be extended by the Board of Directors of the F. A. M. when special conditions seem to call for an exception.

Fifth—Preferred sanctions when not more than 25 in a calendar year shall command double the usual sanction fee, and all preferred sanctions above the first 25 during the calendar year shall command treble the usual sanction fee.

Sixth—All applications for preferred sanctions must be accompanied by the proper fee in accordance with the foregoing.

Seventh—If the owner or lessee fails to comply at all times with the F. A. M. Competition Rules, he forfeits all rights to preferred sanctions and to all monies paid for sanctions.

NOTE.—F. A. M. sanctions which are intended for use at a period more than 30 days in advance of the date of filing applications for same shall be known as "preferred sanctions" and all applications for such shall be referred to the Board of Directors.

Chairman Thornley's Resolutions.

Whereas, it has been found by actual experience that properly built banked board tracks are the safest and most satisfactory tracks for motorcycle racing.

Be it resolved, that the Federation of American Motorcyclists is heartily in favor of the building of circular board tracks, and it will be our policy to protect, as far as possible the builders and promoters who first put up board tracks in any community.

Furthermore, be it resolved; that the F. A. M. will not grant sanction to any board track of less than a mile, that is not perfectly circular in shape; that is not properly and safely banked; that is not firmly and substantially constructed, and that is of a circumference of less than one-quarter of a mile.

Furthermore, be it resolved; that the charge for regular sanction for races and exhibitions on all board tracks for each calendar day shall be $25.00.

Furthermore, be it resolved, that the chairman of the Competition Committee is instructed and hereby authorized to grant restrictive sanctions to board track managers on or before the first day of March of each year for a period of from three to five years, upon the payment annually of certain fixed sums, and upon certain conditions as hereinafter set forth:

Upon the payment of $2,000 annually in advance, restrictive sanction will be issued which will insure the holder thereof against the F. A. M. issuing any sanction for board track races, exhibitions, or record trials to any board track promoter within a radius of 50 miles of said track and for a period of five years.

Upon the payment of $1,200 annually in advance, restrictive sanction will be issued which will insure the holder thereof against the F. A. M. issuing any sanction for board track races, exhibitions, or record trials, to any other board track promoter within a radius of 50 miles of said track for three years.

Upon the payment of $1,400 annually in advance, restrictive sanction will be issued which will insure the holder thereof against the F. A. M. issuing any sanction for board track races, exhibitions, or record trials, upon any other board track within a radius of 25 miles of said track for a period of five years.

Upon the payment of $700 annually in advance, restrictive sanction will be issued which will insure the holder thereof against the F. A. M. issuing any sanction for board track races, exhibitions or record trials, upon any other board track within a radius of 25 miles of said track for a period of three years.

Furthermore, be it resolved, that such restrictive sanction does not insure the promoter that regular sanction will be granted to him at any time; it simply assures to him that no sanction will be granted to any other board track within the radius agreed upon for the period of the contract.

Furthermore, promoters of board tracks holding restrictive sanction shall be required to apply to the chairman of the Competition Committee for regular sanction, and pay for it in each instance just as though they were not in possession of such restrictive sanction at all. Furthermore, holders of such restrictive sanction shall agree not to hold outlaw meets upon their track, or to permit others to hold such.

It shall be the duty of the chairman of the Competition Committee to withhold, cancel or suspend sanction for violations of the rules just as though no restrictive sanction had been issued, but in cases where the chairman of the Competition Committee shall deem it necessary to withhold, cancel or suspend sanction; that under no circumstances will sanction be granted to any other board track during the period covered by the above mentioned restriction.

Furthermore, be it resolved, that any and all rulings of the chairman of the Competition Committee involving the suspension, canceling or withholding of sanction shall be subject to appeal to the Board of Directors direct. That in the granting of such restrictive sanction, a promoter who has carried on motorcycle racing under F. A. M. sanction satisfactorily and fairly on a board track for the longest period shall be given the preference of renewal under the 25 mile radius, and that no sanction will be granted to a second board track within the radius above stated until the promoters of the first track have had ample opportunity to refuse such restrictive sanction, provided always that the promoter of such a track has satisfactorily lived up to the rules and regulations of the F. A. M.

Furthermore, be it resolved, that before granting such restrictive sanction to any board track promoter, said promoter shall agree to give a benefit on some good date during the year for the purpose of building a club house, to be for the use of all F. A. M. members within the radius protected.

Furthermore, said promoter shall agree to rent the track at a reasonable rental to an organization composed of all the F. A. M. members of the restricted area for one specific date during the year; the proceeds of such meet shall be devoted to the building and maintenance of the above designated club house.

All monies for restrictive sanction shall be collected by the chairman of the Competition Committee on or before the first day of March of each year, after which date if the payment has not been made in full, the chairman of the Competition Committee will be at liberty to issue sanctions to any board track either in existence or proposed, that may apply for restrictive sanction or otherwise.

Before a track is built no such restrictive sanction shall be issued until the first year's payment for such restriction has been actually made, and the

track completed on or before June first of said year.

Furthermore, be it resolved, that all monies collected for such restrictive sanction shall be turned over immediately to the national treasurer to be devoted primarily to the expenses of the Legal Committee up to $2,000 per annum, and thereafter, all sums in excess of $2,000 so collected shall go into the national treasury to be used at the direction of the Board of Directors.

Furthermore, be it resolved, that the chairman of the Competition Committee shall co-operate with the chairman of the Legal Committee in drawing up a proper contract embodying the above provisions, and that the chairman of the Legal Committee is hereby authorized to employ efficient legal counsel in order that such contract may be so drawn as to protect the interests of all concerned.

Motorcycles Please Turkish Queens.

Salonica, Turkey-in-Europe, Dec. 14.—American motorcyclists who are looking for titled and wealthy girls for wives, can find plenty of them here, if they bring their motorcycles with them. Motorcycles are objects of great curiosity in this country, and the owner of one is looked upon as a high mogul. James Gylamett, a young Turk, who just returned from the United States, after a residence there of several years, and brought a motorcycle back with him, has become an idol with the swell ladies of the city. Two women of rank, one of them wealthy, have proposed marriage to him. The latter also is a beauty, according to the Turkish standard of great avoirdupois, but Gylamett's stay in America has changed his ideas of beauty in favor of the slender Yankee type, so he has declined the hearts and hands of his obese native admirers.

Club Formed in Lindsborg.

Lindsborg, Kan., which is a typical live wire community of that dynamic state, has jumped its trolley and grounded on the motorcycle map circuit. The local riders were galvanized by the district F. A. M. exciter, Philip E. Zimmerman, advertising manager of the Hagstrom Bros. Mfg. Co., and a club was formed with practically every motorcyclist in the city mustered in. "Zim" as he likes to be saluted, has been appointed F. A. M. commissioner for the district, and has proved such a hustler that he already has drawn a berth on the committee delegated to secure motor trucks to carry the luggage and camping outfits, on the big tour which the Short Grass Motorcycle Club, of Rexford, and anywhere-else-in-Kansas, will conduct next August. Of course the Lindsborg boys will be there with both cylinders.

Motorcyclists Riding Southward.

Indianapolis, Ind., Dec. 13.—Like the sparrows, but not so hastily, quite a few motorcyclists in and around these "diggin's" are flocking to the sunny South for the winter. Charles Grimm, of Forest Park, and A. G. Ernst, of Oak Park, both Chicago suburbs, recently arrived here, Florida bound. They reported heavy roads, due to the softening influence of the sun, and consequently rather slow progress.

CLUBS CLUBS AND MORE CLUBS

Affiliation Seed Sent Out by Chairman Estabrook Shows Steady Growth—Many New Registered Shops.

Bangor, Me., Dec. 14.—With the closing of the riding season, practically, over a large section of the country, there is a noticeable acceleration in the club organization movement, indicating that interest in motorcycling no longer curls up and goes to sleep during the temporary reign of Jack Frost. Indeed, interest should not lapse, for with the enforced cessation of outdoor sport and relaxation from strenuous riding, comes a desire for variety which is gratified by seasonable social pleasures and an interchange of riding experiences with the more intimate of road companions of the past season. Verily the winter holds much in store for members of clubs wherein harmony reigns.

Lorain, Ohio, soon will number a motorcycle club among its institutions, thanks to the efforts of Dr. A. M. Webster. The wily M. D. knows well that the way to a man's heart is via his stomach, and accordingly planted a decoy for the preliminary meeting in the form of a "Dutch" lunch and entertainment. The scheme worked fine, as might be expected, and the club started off with a rush, the members voting for a 100 per cent. F. A. M. organization. Permanent organization will be completed shortly by the election of officers.

That the Lincoln Park Motorcycle Club, of Chicago, intends to keep in the running with other leading clubs in the breezy village, is vouched for by Secretary Pullviny. The first step will be affiliation in the near future.

Whittier, Cal., and its immediate environments, can muster 50 motorcyclists and half as many more prospects. Naturally the club germ will find fertile feeding ground here, and Percy Bennett says that the Whittier M. C. will be on the map soon and flying the F. A. M. colors, too.

L. C. Notbohm, Rime, Wis., one of the veteran bicycle dealers, is keeping up with the times, as his activity in organizing an F. A. M. club shows. He is responsible for most of the motorcyclists who are roaming in those parts, and occasionally make Rome howl, as its Italian sister did in the days of Nero. Notbohm's shop will be on the registered list soon.

"Across the Pacific" will have more than a theatrical meaning now, for Theodore Siddall, Box 550, Manila, Philippine Islands, soon will receive F. A. M. literature. We eventually expect to hear of a Manila club holding runs into the interior and dodging the bolos of the untamed tribesmen.

Greenough and Greenough, Charleston, S. C., who are live dealers, find that it is good business policy to stimulate the local riders to form a club. Accordingly a meeting with that purpose will soon be called, and if the club is hatched, it will "hang out" at Greenough's, which is a registered shop, until it is strong enough to take a home.

Alvin Knaak, St. Joseph, Mich., has received a consignment of F. A. M. seed and is planting it despite the fact that winter is nigh. He is confident that it will "take," and that he will be able to raise an F. A. M. club—how could it be otherwise on F. A. M. seed—soon. Here's luck, old top.

To the 400 registered repair shops, the following have been added: S. T. Barin, 72 Seventh St., Portland, Ore.; E. S. Smith, 426 Main St., Richmond, Ind.; Page Bicycle Co., Greenfield, Mass.; C. M. Anderson, 69 S. Batavia St., Batavia, Ill.; Williams Motorcycle Co., 250 Drayton St., Savannah, Ga.; Levin Supply Co., 601 Kansas Ave., Atchinson, Kan.; J. V. Daniels, 1032 W. Girard Ave., Philadelphia, Pa.; N. W. Whiting, 1407 Broadway, Denver, Colo.; S. H. Reed, 7 E. High St., London, O.; H. R. Olmsted & Son, 413 S. Clinton St., Syracuse, N. Y. Re-issues: B. E. Zerby, Aliensville, Pa.; F. M. Schellinger, 9 Lincoln St., Harvard, Ill.; Guarantee Cycle Co., 111 Avenue D, San Antonio, Tex.; Keinard Bros., 248 Bridge St., Phoenixville, Pa.

Splitdorf Donates Road Books.

C. F. Splitdorf, New York City, manufacturer of Splitdorf motorcycle magnetos, coils and plugs, has donated to the F. A. M. 3,000 road books containing maps and routes in various sections of the country. Trip and total mileage is given, also a digest of state motor laws, and the book is capably indexed. It is of convenient pocket size. Members in good standing may procure one of these books by sending 10 cents in stamps to Secretary Gibson, Lock Box 947, Westboro, Mass. Duplicates of these books were distributed at the Buffalo national tournament.

With the approach of Christmas, that recurring question of "what to give" pops up, and in the way of timely suggestions, Secretary Gibson mentions F. A. M. memberships as being acceptable gifts. He has arranged to date such cards December 25, and will either mail them to the recipients, or to the givers, for the latter to present in person, as desired. For suitable gifts for persons already members, he offers the F. A. M. novelties consisting of stick pins, cuff links, watch fob, motorcycle emblem, sweater emblem, gold membership pin and founder pin.

Marshall Enters the Trade.

Frank Marshall, formerly president of the Terre Haute (Ind.) Motorcycle Club, and a well known rider of Indian racing machines, has removed to Louisville, Ky., and entered the trade. He is manager of the motorcycle department of the Sutcliffe Co., local agents for the Indian.

PROVIDENCE CLUB PROGRESSING

Doubled in Membership During Past Year —To Secure Quarters in Swenson's New Building.

Providence, R. I., Dec. 12.—Even though the riding season practically is over, there is no waning of enthusiasm among the members of the Providence Motorcycle Club. A large number turned out for the December business meeting at the club quarters, 298 Blackstone street, last night, and several important matters were attended to.

Big plans for next year were discussed. The past season was the most successful in the history of the club, the membership being doubled, and several successful contests held, not to mention regular runs. There is a great increase in motorcycle interest in this section, and with the large number of new riders which will be created next year, the club confidently expects to set new records in membership, contest promotion and general boosting of the sport.

There was a great hurrah when the committee on club quarters reported that arrangements had been completed with B. A. Swenson, the well known dealer and rider, who is treasurer of the club, and has done so much to build it up and bring it into national prominence, whereby the club will secure larger and more agreeable quarters in the new building which he is erecting on Broad street, one of the main touring routes leading out of the city. The building now is in the course of erection and will be completed in the early spring. The club is much pleased over the consummation of this deal, as it long has outgrown its present quarters, and has had difficulty in securing a suitable new location. There will be ample storage room and repair facilities in the new quarters, and pool and billiard tables already are slated for installation.

This city always has been a red hot racing center, but has lacked a track that would permit of high speed since Narragansett Park was ploughed up. In fact, no other track but the half mile oval at Hills Grove is available, but this is not safe for big twins, and anyway, the horsemen object to having it rolled for motorcycle races.

Now the club has undertaken to build a board track of its own, and run some big meets which will attract the stars to the city. The plan proposed is that the members subscribe to shares of stock until a certain amount of money is raised, the balance to be furnished by private capital. This proposition met with an enthusiastic reception, and the details will be worked out shortly. The track will be located on the Narragansett Park tract, inside the mile course, a location which is well known and easily accessible both by motor and trolley.

A committee also was appointed to arrange for the annual club banquet in January. The exact date will be announced later.

Candidates for offices for the ensuing year were nominated as follows: E. L. Buffington, A. R. Magee, president; Frank E. Domina, Sidney Higgins, Lyman P. Whitcher, vice-president; John G. Edwards, secretary; B. A. Swenson, C. H. Westcott, treasurer; Charles A. Anderson, John Kay, captain; Edward G. Luther, Albert V. Howe, Joseph T. Leddy, first lieutenant; Charles W. Rayhill, Edward A. Lutz, Clifford H. Frazier, second lieutenant. The election will occur in January.

Chesapeake Motorcyclists Dance.

Baltimore, Md., Dec. 12.—Abandoning touring for the nonce to indulge in the art of terpischore, the Chesapeake Motorcycle Club gave a dance last evening, which was quite a success for the first affair of the young organization born last September. Members and their lady friends enjoyed themselves hugely, tripping the light fantastic to the strains of popular music, and it was midnight when the merrymakers broke up.

The club now has 22 names on the roster, and a campaign has been started to swell the membership to 50. Early in January the club will take possession of new quarters at 1801½ Baker St.

Louisville Club in New Quarters.

Louisville, Ky., Dec. 14.—It isn't often that such a crowd turns out for a motorcycle club meeting, as the regular Louisville M. C. function last week lured away from home, nearly the entire club membership being present. There was a great deal of enthusiasm over the new quarters, and if all the decorative plans proposed are carried out, the gasolene den will be a gorgeous place indeed. Not the least of its attractions is that it is just off Broadway, which is paved its entire length, and in consequence is one of the most popular motor drives in the city.

Among the recent recruits are Frank Marshall, the Indian racing man, who now is in our midst, and Arthur W. Ellis, manager of the local Goodyear tire branch. It is planned to install a pool table soon.



COLLIER MAY COME TO CALIFORNIA

DeRosier Dickering With British Champion—Meets Resumed at Ascot Park—Record Trials to Come.

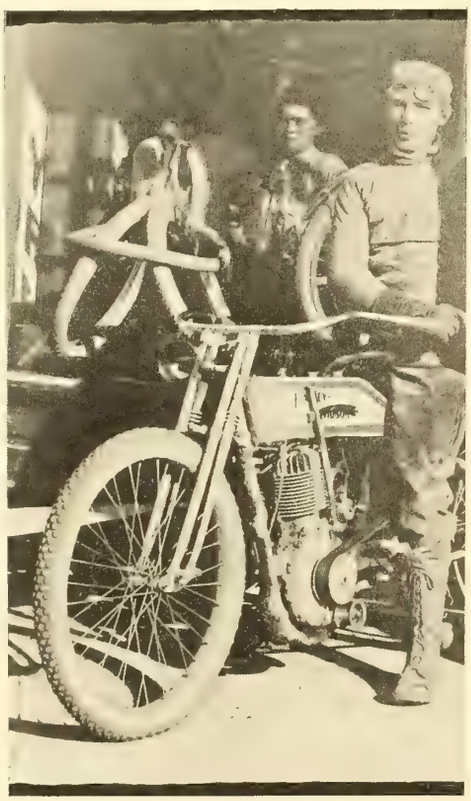
Los Angeles, Cal., Dec. 12.—This city may have a world's motorcycle championship meet before long. One of Jake De Rosier's close friends whispers that Jake is dickering with C. R. Collier, the British champion, to come over and ride a series of races here. Jake is reported to have made Collier a very attractive proposition, and as Collier left all financial arrangements in DeRosier's hands before the latter left England, and practically agreed to come over if Jake was able to secure a satisfactory guarantee, it looks as if the money matters had been settled to suit DeRosier.

It is known that Collier is very anxious to come over to America and meet some of our riders, provided, of course, that he he can make expenses and a little gasoline money on the side, and while Jake also is anxious to have his very good English friend "see America," he steadfastly has refused to write for Collier unless he could guarantee the latter expenses and good purses. When Jack Prince and DeRosier were in Chicago last summer, Prince wanted Jake to bring Collier over for some big matches at Riverview, but Prince didn't "come across" with enough money, so Jake dropped negotiations. Jake thinks a lot of Collier and won't stand for having him buncoed with "salve" instead of cash.

Local followers of the sport scent something in the air, and are wondering what is going to be "pulled off" around December 31. While the Indian camp have lost none of the records on the official table this year, there are rumors which will not down, to the effect that they are going to make an attack late in the afternoon on the last day of the year. If advance "dope" is right old Daddy Time is booked to be slashed to ribbons before 1911 passes. Some new direct chain drive Indians are reported to be ready for the warpath, and Oscar Hedstrom, the big medicine man, is said to be coming here to see them pass their scalping novitiate, and superintend the massacre of the miles.

Back to nature is the new gospel of the racing men. After collecting enough splinters from the board tracks to start a woodyard, they are going to return to their old love, the dirt oval. Famous old Ascot Park, which has been outlawed for a year because some "auto bugs," who were "in bad" with the American Automobile Association, cut speed capers on it, has been reinstated among the "good" tracks, and beginning Sunday, December 17, speed parties will be held here all winter. Balke, Graves, Derkum and other stars will gallop for the dollars. Although DeRosier will be one of the promoters, he will not ride, as his knee still is bothering him as a result of the Guttenberg smash.

Charles Fuller Gates, has been crowned king of local F. A. M. racing again by Chairman Thornly, and although several of the riders don't like the choice a bit, they probably will have to grin and bear it. Wise ones are predicting a repetition of the big rumpus which killed racing here last winter. Jack Prince is promising his new track for the first of February, but local fans are taking Prince's soothsayings with a little Missouri brand, and won't worry much if Jack's newest set of woodenware isn't ready on time.



WALTER CUNNINGHAM,
Who Won Wichita, Kans., Road Race

Augustans to Race Christmas Day.

Augusta, Ga., Dec. 9.—Great interest is being manifested here in the race meet which the local club will hold at the fair grounds on Christmas Day. There will be a 50 mile free-for-all, and a match between a seven horsepower stock Merkel and a four horsepower "ported" racer of the same make. The latter "mill" is creating a lot of talk and both machines have ardent rooters.

Augusta has over 200 motorcycles, among them, those used by the enlisted men in Uncle Sam's aviation training school which is located here. As the government furnishes the machines and maintains them, the boys who ride them come pretty near enjoying the motorcyclist's dream of Paradise.

CUNNINGHAM WINS ROAD RACE

Takes Machine Fresh from Crate and Sets Course Record—Four Seconds Separate First Two Men.

First blood for a 1912 Harley-Davidson motorcycle in a speed event, was scored at Wichita, Kan., on Thanksgiving Day, November 30, when Walter Cunningham, mounted on a 4 horsepower machine just out of the crate, won the 67 mile road race to Wellington and return, in 1:45:14, a new record for this course, and an average of 38¼ miles an hour. The winner's performance is exceptionally good when the vile condition of the roads is considered. The riders ploughed through snow, slush and mud, which sometimes was ankle deep.

As if the victory was not enough glory for the Milwaukee machine, a 1911 brother of the winner, with Max Wilson in the saddle, came in second, and a mighty close second at that, being beaten by four seconds. Then there was a big gap until the third man, H. Stevens, on an Excelsior, came along. Stevens had the misfortune to pick up a big nail, which, of course, set him back. His time was 1:57:44. Stevens has been the winner of all previous road races in the vicinity this year, while Wilson, the second man, won the first race ever run over the Wellington course.

Three other contestants finished as follows: Frank Horner (4 Indian) 1:58:56; Harry Myers (4 Excelsior) 2:05:00; Paul Garst (4 Indian) 2:10:10. All of the six starters finished.

Tampans Taste Speed on Thanksgiving.

Tampa, Fla., Dec. 9.—Although it was Thanksgiving Day, quite a few of the contestants in the motorcycle meet which the Tampa Motorcycle Club staged at Tampa Bay Park on November 30 were of the opinion that they did not have anything to be thankful for. In fact the races more properly were reliability contests for it wasn't speed that determined the winner as much as it was freedom from mechanical trouble. There was a string of disabled motors, and one or two disabled riders, when the battles were over.

Under the circumstances no one made a "clean up," and several of the favorites were wiped out. John Marsicano (Excelsior) won the blue ribbon number on the program, a 15 mile open, after Frank Nelms (Indian) had held the lead until two laps from home, only to retire with a broken chain. Carl Torres (Thor) was runner-up. Torres won the 10 mile open, with Nelms second. Nelms finally cashed first place in the miss-and-out, and Louis Torres, brother of Carl, slashed out a victory in the five miel open. Mishaps shut him out of the money thereafter. Attendance, 1,500 paid; 2,000 "deadheads."

MANUFACTURERS AND CLUBS ENDORSE CAMPAIGN

Persons Donates Special Racing Saddles for Olympic Team—St. Louis Cycling Club by Contributing Fifty Dollars Makes New Record—Special Motorcycle Committee Appointed.

Subscriptions Pledged to the American Olympic Bicycle Race Fund.

B. A. Swenson, Providence, R. I.	$10.00
H. A. Gliesman, New York	10.00
C. T. Kilborne, East Orange, N. J.	5.00
United Cyclists (Collection)	10.00
New York Division, Century Road Club Association	10.00
New Jersey Division, Century Road Club Association	5.00
R. F. Kelsey, New York	10.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New England Wheelmen	20.00
St. Louis Cycling Club	50.00

The regular business meeting of the United Cyclists was held on Monday evening, the 11th instant, at 1213 Fulton street, Brooklyn. In spite of the fact that the six-day race in progress at Madison Square Garden, was holding the attention of every one interested in cycling, enthusiasm and interest in the United Cyclists was proven by the fact that 22 members were present. The reading of the minutes of the previous meeting and the reports of the various committees were put over until the next meeting. It was reported by the president that 600 press notices to the leading newspapers of every city in the United States have been sent out since the last meeting, and that approximately 700 letters were to be mailed the coming week to every registered bicycle rider in the country. Several applications for membership were read by the secretary and referred to the membership committee. The chairman of the dinner committee, Mr. H. A. Gliesman, reported that the banquet hall at the Hotel Earlington, on West 27th street, had been secured for the dinner of the Motorcycle Dealers Association, in conjunction with the United Cyclists, to be tendered to the motorcycle, bicycle and accessory manufacturers on Wednesday evening, January 10th. It was also reported that the manufacturers, dealers and riders were responding with much interest to the call for the dinner, and that it was expected that at least 500 will be present. The caterer will be Mouquin, and because of his interest in cycling and the organization, he has agreed to furnish the dinner which usually costs $3.50—for $2 per plate. Mr. Gliesman asked the aid and co-operation of every one connected in any way in cycling, either bicycling or motorcycling.

The General Olympic Committee had appointed their selection committees for the various sections of the country, and a motion was made and carried that the president appoint a committee to confer with James E. Sullivan regarding the recognition of the United Cyclists. Will R. ("Happy Day's") Pitman, and H. J. Dibblee were appointed. It was then suggested that every cycling organization that holds a social affair of any kind in the future should raffle off a parlor clock, the proceeds to go to the Olympic fund. This suggestion met with the approval of those present and Mr. V. J. Lind reporting for the Atlas Bicycle Club, Brooklyn, stated that their club smoker and stag would be held at Stotetzer's, on December 16th and this suggestion will be carried out. It also was decided to request all cycling organizations that publish a program at their various affairs to allow the Olympic Committee a page for an appeal for contributions. A motion was then made and unanimously carried that a special committee be appointed to look after the interest of the motorcycle end of the organization and to provide ways and means for their special benefit. O. P. Warlick, president of the Invincible Motorcycle Club, of Brooklyn, was appointed chairman of this committee, and in accepting the appointment stated that he would do everything in his power to further the interest of the motorcyclists and to arrange for social, as well as beneficial events for them. Speaking on the motion, Mr. Gliesman stated that one of the tire companies had prepared an illustrated lecture showing how a motorcycle tire was made, and thought this lecture could be secured free of charge. The matter was referred to Mr. Warlick and, no doubt, it will be taken up later. Mr. Gliesman then reported that he was endeavoring to secure the privilege of presenting the prizes won at the Thanksgiving Day Handicap during an intermission of the performance at the Winter Garden.

Preparing Bill Against Cut-Out.

The committee appointed at the first meeting of the United Cyclists, for the purpose of preparing and presenting a proper bill against the use of the muffler cut-out to the New York legislature, made their report, and it was decided to confer with a like committee of the Motorcycle Dealers Association of Greater New York, and also with the chairman of the Legal Action Committee of the Federation of American Motorcyclists, J. Leo Sauer. A motion was then made and carried that a committee be appointed to confer with Mr. P. T. Powers regarding the raising of a banner in Madison Square Garden during the six-day race, advertising the United Cyclists and the Olympic campaign, also to endeavor to secure the privilege of giving out printed matter at the Garden in regard to this work. The special Subscription Committee appointed to work on the special offer of the Bicycling World Co. to donate one-half of the regular subscription price of $2.00 to the Olympic fund on all subscriptions to the Bicycling World and Motorcycle Review secured by the United Cyclists interested, reported that subscriptions were coming in and it is very evident that this will prove a great aid to the fund. Victor J. Lind was appointed a committee to arrange for a Christmas smoker and stag of the United Cyclists. H. A. Gliesman stated that the Motorcycle Dealers' Association of Greater New York would tender a dinner on Tuesday evening, December 19th, to the winners and officials of the Thanksgiving Day Handicap. The meeting was then adjourned to await the call of the chair.

Leading Manufacturers Endorse Campaign.

Enthusiasm is growing daily in the campaign of the United Cyclists for the raising, and the use of my name on your Hon- of 12 bicycle riders to represent America in the Olympic Road Race around Lake Malaar, Stockholm, Sweden, next July. Approximately 1,500 letters have been sent out from headquarters during the past two weeks in regard to the work, and responses all show hearty approval and enthusiasm. W. F. Remppis, of the Reading Standard Co., writes as follows:

"I will very gladly give you my endorsement of your very laudable undertaking, and the use of my name of your Honorary Comimttee, and I would not object to doing some work if I were able to spare any time, but I am not in a position to take any additional duties upon myself. However, since your letter clearly states that there are no duties devolving upon me and that it simply means an endorsement of the movement, I am very glad to accept. I am very glad that you have taken up this work, and I trust that you will meet with deserved success."

Charles A. Persons, president of the Per-

son's Mfg. Co., manufacturers of bicycle saddles, called at the headquarters of the organization this week and endorsed the campaign very strongly. He stated that the work of the committee ought to receive active and material support of every one interested in cycling, particularly the manufacturers, and also stated that he would donate personally, specially designed racing saddles for the use of the team. This saddle is not yet on the market, and will be made from special suggestions offered by Frank L. Kramer, national bicycle champion, and "Major" Taylor.

W. P. 'Farrell, of J. W. Grady & Co., Worcester, Mass., writes as follows:

"The writer would be very glad to do all he possibly can to advance the interest of cycling, and I wish you would give me all possible information regarding the methods used by other dealers who are promoting the interest of your organization in their cities, so that I can start the thing right here."

Through the kindness of Mr. P. T. Powers and Mr. Frank Stevens, a large banner was hung in Madison Square Garden during the six-day race, and about ten thousand circulars regarding the campaign were distributed.

As stated before, it is evident from correspondence being received at headquarters that unfortunately the manufacturers are waiting for someone to make a start in the way of contributions. This is absolutely against the interest of the campaign, because of the shortness of time, but it is expected that during the coming week one of the largest and oldest of the bicycle manufacturers will start the ball a-rolling with a very substantial contribution, and also that one of the large tire companies will do likewise.

Substantial Donation from St. Louis.

The St. Louis Cycling Club, one of the largest and most active clubs in the country, through its treasurer, Charles L. Barr, has notified the committee that they will donate $50 to the Olympic fund. This is the largest donation yet received, and is most encouraging to the committee. It shows the progressiveness of the St. Louis club, their real interest in the sport and their actual desire to do everything possible to boost cycling. Such a contribution should be following immediately by similar ones from every cycling organization in the country. Mr. Barr states further that the St. Louis club is forming a committee to raise more funds from outside sources, and that they will do everything possible to largely increase this amount, and report later.

Franklin Fisher, one of the well-known bicycle riders in New York, and who is working particularly hard to aid the Olympic fund, has sent in the following to headquarters:

"An Idea On How to Raise Funds. A good one, what say you?

Olympic Fund Quartette.

V. J. Lind.....First Tenor
W. R. Stroud.....Second Tenor
H. J. Dibblee.....First Bass
H. A. Gliesman .....Second Bass

Orchestra led by the boy wonder, "Happy Day's" Pitman. Lantern slide to illustrate song by Harry Gliesman. To sing the following song to all manufacturers, dealers, riders and ex-riders to the tune of "Auld Lang Syne."

Come on you howling patriots
Who love the flag so true,
Do something that will prove it,
And this is meant for you,
For next year in far-off Sweden,
Each countries' best athletes
Will meet in competition,
And strive each one to beat.
And to do this it takes money,
To send a team away,
And that is what we are after,
Why not help the fund to-day?
If you call yourself a patriot,
And look on the flag with pride,
You ought to help the cause along
Or go 'way back and hide.
(Chorus)
So come, take out your check book,
And make it out for ten (10),
And send it on to Kelsey,
And you'll be happy when
You see it in the "Bi World."
You can stick out your chest and tell,
That you helped along the Olympic fund
Or you ought to go to H——!
Copy written 1911, by the Cork Puller,
Respectfully yours,
Flat-Floor,
Flip-Flaps,
the
Flatbush-Flyer.

Say it as quick as you can."

Henry E. Johnson, of the Little Rhody Club, writes that the members will do everything in their power of aid the work.

Bicycle Race Becomes a "Walk."

Despite inclement weather and adverse road conditions, the Eastern Division, C. R. C. A., on Sunday, December 10, held its scheduled bicycle run, or bicycle "walk," as it developed, owing to the aforesaid conditions and the strict adherence to the principal requirement for qualification stipulated by Captain Segal that all entrants appear at the rendezvous either "wheel-equipped" or with at least part of a bicycle, regardless of existing weather conditions. Therefore, the bicycle "walk" of 10 miles distance with the finish at the residence of Centurion A. R. Cooley. The order of finish of the first five was: Harry Baum, Alfred Kaiser, George Bieregal, Henry Kest and Fred Lilienthal. The "walk" met with such approval that several are being planned for the near future, among which will be one of 100 miles over Long Island roads, the start to be made on a Saturday evening.

BALTIMORE TO HAVE BOARD TRACK

Howard French Promoting Proposition—Endeavoring to Get Prince to Build It.

Baltimore, Md., Dec. 13.—Once more dusting off the old saw which sings "it's an ill wind that blows nobody good," this city is lashed to the middle of the road with a board motordrome bearing down on it at record breaking speed, as a result of the erasing of the meet scheduled at Electric Park on Thanksgiving Day, by a muddy track after heavy rains. This meet was to have been the last of the season, and great preparations for a dashing wind-up had been made, when the weather man emulated the bull in the china shop, not once but twice in the same week, and consequently put the permanent kibosh on any more speed parties this year.

These didoes so riled the local boys, and Howard French, the dean of the local dealers, and promoter of the meet, in particular, that they got busy on a board saucer production that would freeze out the weather man hereafter, insofar as muddy tracks are concerned. French has taken hold of the proposition with both cylinders and intends to see it to a finish or bust.

He has written Jack Prince for estimates, and as to when the latter can hibernate to the Mound City, and stick around awhile and superintend the erection of the track. It is to be a one-third mile dish, the most popular size. As soon as Prince replies, French will start raising the spondulix. He has the financing plan all worked out, and it listens rosy. In substance he plans to incorporate a stock company with shares listed at $25 each, and offer them for subscription to local riders and enthusiasts. The riders already are saving their pennies to exchange them for the handsome steel engravings when they are ready.

Of course, French will be considerably interested in the track financially, but he prefers that the stock be distributed as widely as possible, instead of being cornered by a few holders, believing that it will be better for the sport and tend to maintain interest and enthusiasm in he enterprise. The more who are directly interested, the greater will be the number who will work to make the track a success. Washington and Norfolk riders also are anxious for a track in Baltimore, for it will be quite convenient for them, and there are not a few "future greats" in those cities. Baltimore has not had a board track since the old Coliseum was closed eight years ago, and has a keen appetite for a new bowl of speed of the sort Chicagoans thrived on during the past season. Hence the proposition will, without a doubt, prove a paying investment from the start and at the same time boost motorcycling materially.

The 1912 Harley-Davidson Wins Its First Race

Cunningham riding a new Harley-Davidson with Ful-Floteing seat defeats Wilson on his 1911 Harley-Davidson, the same machine with which he won the Kansas State Championship as well as many other important races this past season.

First—W. T. Cunningham,	**4 H. P. Harley-Davidson,**	**Time 1 hr. 45 min. 16 sec.**
Second—Max Wilson,	**4 H. P. Harley-Davidson,**	**Time 1 hr. 45 min. 20 sec.**
Third—H. Stevens,	**4 H. P.**	**Time 1 hr. 57 min. 30 sec.**
Fourth—Frank Honer,	**4 H. P.**	**Time 2 hr. 10 min.**
Fifth—Paul Garst,	**4 H. P.**	**No time taken**
Sixth—Harry Meyers,	**4 H. P.**	**No time taken**

Just think of it, only two Harley-Davidsons started and they finished first and second, only 4 seconds apart in 67 miles, and nearly 13 minutes ahead of the nearest competitive make and over 24 minutes ahead of the next.

This double victory proves several important things:

First—That the 1912 Harley-Davidson, although just out of its crate was faster than the 1911——.

Second—That the road tests given the Harley-Davidson at the factory is a **real** road test, which makes unnecessary any further adjustments or tinkering on the part of the dealer or rider.

Third—That the Harley-Davidson motorcycles are not in the same class with any other motorcycle on the market today.

In spite of all the tremendous handicaps the riders encountered, Cunningham broke all previous records for a course in some places. The rough roads were heavy with mud, at times ankle deep. In other places several inches of wet snow and slush materially hindered the riders progress; but here is where the Harley-Davidson was at home, and the close finish of these two machines is only a sample of the consistent performances that have become a habit with the sturdy "Silent Gray Fellow."

Harley-Davidson Motor Company

162 C Street **Milwaukee, Wisconsin**

CORRESPONDENCE

Wants Electric Light For Bicycle.

Editor Bicycling World and Motorcycle Review:

Can you furnish me the address of a firm manufacturing, or who may have for sale, a small storage battery that would be suitable to light a bicycle headlight. I fail to find any such equipment advertised in your valuable paper. H. T. M.

Wants Stock For Brazilian Trade.

Editor Bicycling World and Motorcycle Review:

As I am contemplating the establishment in a prominent city in Brazil of an agency for the sale of motorcycle and motorcycle accessories, I should like to have manufacturers of these goods write me giving me full information about their products and quoting me the best discounts. All quotations should be made on the basis of F. O. B. cars, New York City, (from which point shipments would be handled by my forwarding agents). The terms will be cash against sight draft with bill of lading, or express receipt attached. Manufacturers submitting quotations should mail full descriptive matter regarding their products. A. B. H.

If manufacturers of the goods desired by either of our correspondents will communicate with the editor of this paper, he will be pleased to furnish the names and addresses of the parties in question, so that direct business relations may be established.

Volney Davis Reached 'Frisco Oct. 14th.

Editor of the Bicycling World and Motorcycle Review:

Did Volney Davis ever reach San Francisco on his recent return trip, after breaking the transcontinental record, and if so, how long did it take him?

W. M. G., Toronto, Ont.

Volney Davis arrived in San Francisco October 14, making the return trip in 48 days. He left New York August 28.

Eastern Division's 14th Annual Ball.

The various bicycle and athletic clubs of Brooklyn are the recipients of invitations from the committee for the 14th annual ball of the Eastern Division, C. R. C. A., extending to each the courtesy of the use of the balcony boxes at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street, on that occasion. It is required that each box shall be decorated with the respective club's flags or emblems. Several acceptances have been received and all indications point to one of the largest and most successful affairs yet held under Association auspices, which has always been noteworthy for its many well deserved triumphs.

To the Members of Bicycle Clubs

YOU are greatly interested in the great sport of cycling or you would not be a member of a bicycle club.

YOU desire to do all in your power to promote the interests of cycling or you would not be a member of a bicycle club.

YOU, because of your interest in cycling as a sport, have sporting blood in you.

YOU, as an American, desire to see the interests of America and her supremacy established among the nations of the world, in every line.

To Sum Up the Situation in a Few Words

YOU are interested in cycling; you desire to boost the sport; you are a sportsman and you are patriotic. Taking it all in all, there is not one who would feel more proud or elated than yourself if an American bicycle team was to win the bicycle road race connected with the great Olympic games next year. In short, you would probably be one of those who would endeavor to "crow" the loudest over the great victory, but we do not believe that you are one who would desire to share the credit if you had not done your share of the work.

But the Time to Get Busy Is Now

We have no time to spare and we must have the active co-operation of every one NOW and right up to next July. WE HAVE GOT TO RAISE $4,500 and do it quick. WILL YOU NOT HELP US WHEN YOUR HELP IS MOST NEEDED? Every member of every bicycle club in the United States and every bicycle club should make a cash donation to the fund immediately. Perhaps you will say that there is not enough in your club treasury to allow your club to make a donation. That matter is very easily offset by the offer of The Bicycling World Co. They will donate to the Olympic Fund one-half of the regular subscription of $2 on every subscription to The Bicycling World and Motorcycle Review secured by the United Cyclists. Thus, if every member of every cycling club in the United States would either subscribe to The Bicycling World and Motorcycle Review for one year at the regular subscription price of $2, or get some one else to do so, sending the subscription blank below to H. A. Gliesman, Special Subscription Committee of the United Cyclists, 782 Eighth Ave., New York, stating what club you wish the subscription credited to, your club can make a most substantial contribution immediately without taking one cent from the club treasury or one cent additional from the pockets of its members. If you are already a subscriber yourself you can get one other subscription without very much trouble and in very little time, or perhaps you would like to give the subscription to some one for a Christmas present, one that would come 52 times during the year.

COULD ANYTHING BE FAIRER? WOULD YOU WANT ANYTHING EASIER? ARE YOU NOT INTERESTED ENOUGH TO DO YOUR SHARE? IS NOT YOUR SPORTSMANSHIP SUFFICIENT TO MAKE YOU GET BUSY AT ONCE? PROVE BY YOUR IMMEDIATE RESPONSE YOUR INTEREST IN CYCLING, YOUR PATRIOTISM, AND YOUR SPORTSMANSHIP.

FILL OUT THIS BLANK AND SEND IT IN NOW

H. A. GLIESMAN, Special Subscription Committee of the United Cyclists,
782 Eighth Ave., New York City.

Enclosed please find two dollars for which please credit me and the..... ..... Club of.....with a contribution of one dollar to the American Olympic Bicycle Race Fund, and for the balance I am to receive The Bicycling World and Motorcycle Review for one year (52 issues).

Name .....

Address .....

City and State.....

THE UNITED CYCLISTS



914 Tribune Building New York



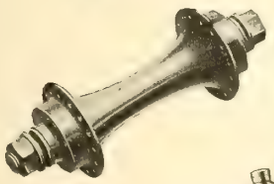


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For 191

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Improved bicycle bells.
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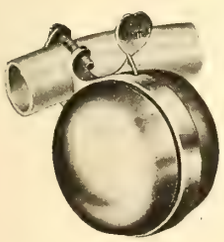


Front hub for bicycles and motorcycles.

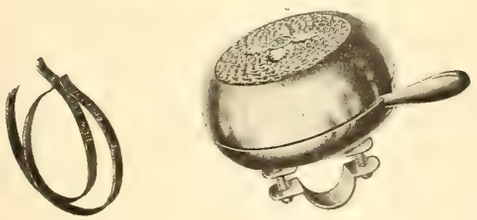


Plain rear hub for bicycles.
New Departure cyclometer.
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"Perfection" trouser guard.
"New Departure" trouser guard
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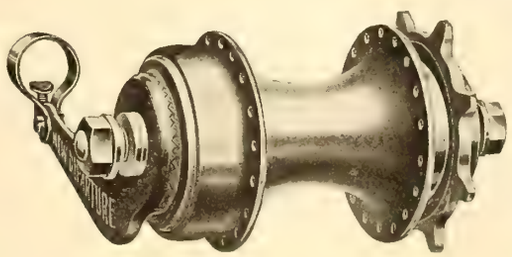


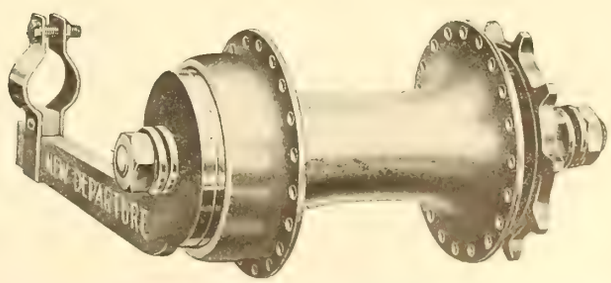
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.



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OF

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will be issued January 6th and 13th, and February 3d and 10th.

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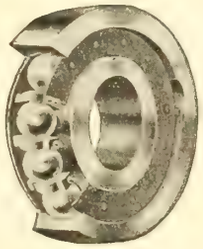
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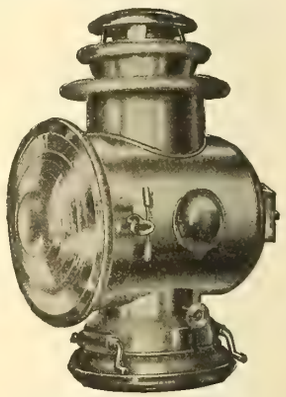
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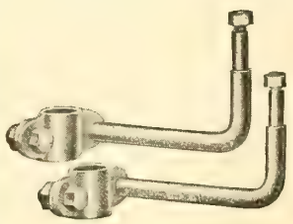
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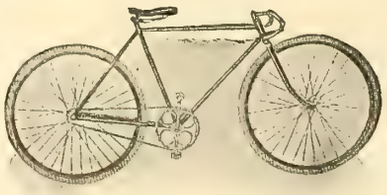
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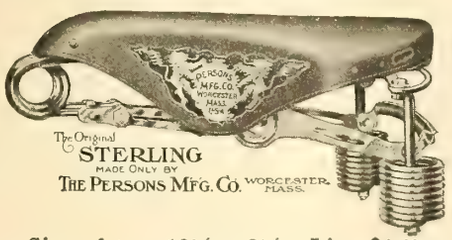
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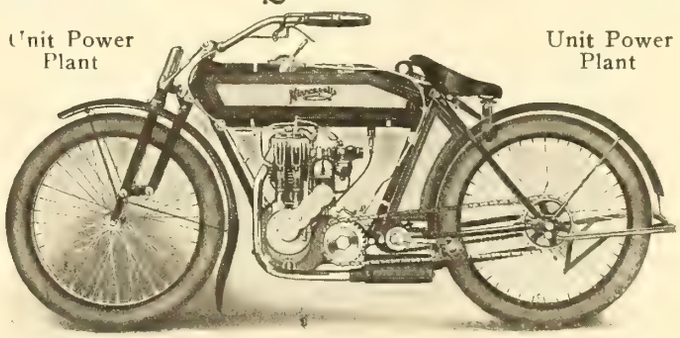
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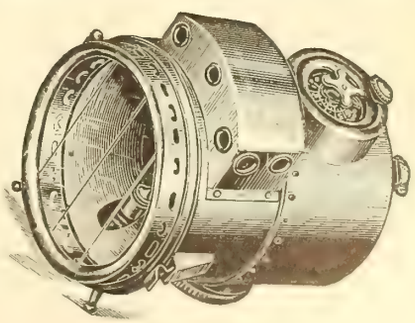


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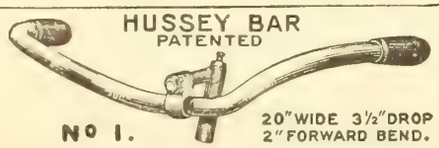
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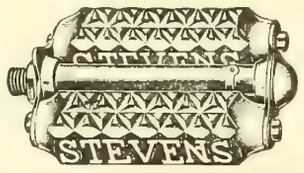
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Parts for all makes, Repairs, Storage

J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Repairs, Supplies, Storage.

THE NEW YORK MOTORCYCLE CO.,
Thor Distributors. Agents for
Minneapolis Two Speed, Merkel and Racycle.
Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
318-320 W. 48th St., New York. Phone Bryant 1781

THE "SUN" MOTOR & SUPPLY CO.
206 W. 76th St. Phone 9740 Schuyler
FLANDERS "4" and N. S. U. Motorcycles
N. S. U. Two Speeds, Repairs
and Parts.

AMOS SHIRLEY,
935 Eighth Ave., Bet. 55th and 56th Sts.
Agent for Indian, Excelsior, Pope and Reading
Standard Motorcycles.
Bicycles—Columbia and Hartford.
Repairs Guaranteed. Accessories.

GEO. P. JENKINS,
256 West 55th St., New York City
Eastern Distributors for M-M MOTORCYCLES,
Side Cars and Tandems.
Full Line of Machines and Parts in Stock.

BROOKLYN, N. Y.

INDIAN and PIERCE Motorcycles
Motorcycles on Easy Payments.
Repairs, Parts and Supplies.
A. H. PATTERSON, Brooklyn Agent.
(Successor to F. A. Baker & Co.)
1080-8 Bedford Avenue Telephone, 3662 Bedford

UTICA, N. Y.

Central New York Distributors of
MERKEL MOTORCYCLES
Bicycle and Motorcycle Supplies.
UTICA CYCLE CO. Utica, N. Y.

ROCHESTER, N. Y.

SECOND HAND BICYCLES
All Makes, Ladies' and Gentlemen's
Complete, New Tires, at $7 each. Tandems, $10
DENINGER
335 North St., ROCHESTER, N. Y.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

NEWARK, N. J.

NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing Everything for Motoring
H. JEHLE, 407 Halsey Street.

JOHNSON & MEYER CO.
Memphis, Tenn.
WHOLESALE
Bicycle Supplies
Motorcycle Supplies
Brooks Motorcycle Saddles
Perfection
Perfection **TIRES** Heavy Tread
Volunteer Thorn Proof
Anti - Cactus
Mississippi, Louisiana and
Southwestern Distributors for
Great Western Mfg. Co.'s
Cyrus--Crown--Panama Bicyles
WRITE FOR OUR 1912
ILLUSTRATED CATALOGUE
We Ship Same Day Order is Received

4000 Motorcycle Cases at 60% Reduction
Goodrich Moulded and G & J Flat
1000 M. & W. Tubes at 33⅓% Reduction
Prices to Dealers and Jobbers
Model "A" Merkel-Light at $150
Write for catalogue and discount.
F. A. BAKER & CO.
10 Warren St. NEW YORK



A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.

If you are Interested in Automobiles
THE MOTOR WORLD
Will Interest You.

Published every Thursday at 154 Nassau Street, New York.

Specimen Capies Gratis. $2.00 per Year.

---

25 Cents Will Save You

much unnecessary motorcycle trouble, provided that the 25 cents is invested in getting by mail, prepaid, a copy of

"Care and Repair of Motorcycles"

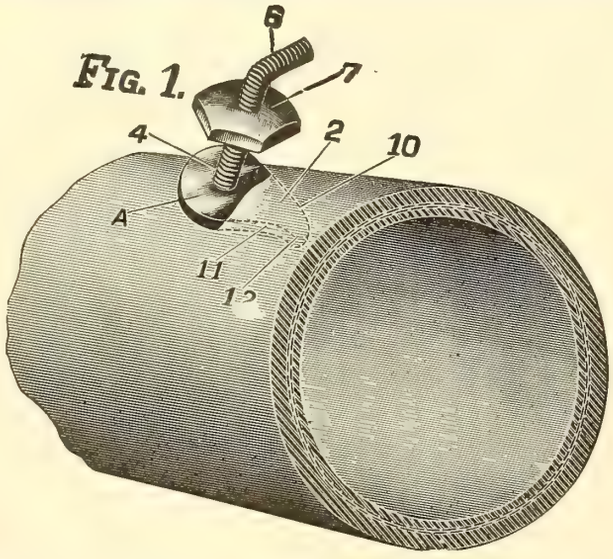


¶ In its new, revised, 1911 edition it has been amplified and enlarged to include matter and illustrations relating to the more recent improvements on American motorcycles, such as mechanical lubricators, free engine clutches, two-speed gears, magnetos, etc., together with special sections concerning motors, valves, carbureters, fuel and important general subjects, all plentifully illustrated.

¶ "Care and Repair of Motorcycles" is sent prepaid to any part of the world for 25 cents. It is a book that every motorcyclist and every motorcycle repairman should have.

The Bicycling World Co.
Tribune Building New York City

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.



The Harris Brass Plug
NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or plyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through Your Jobber.

D. P. Harris Hardware Co., 48 Warren St., New York





MOTORCYCLE CYLINDERS

¶Accuracy and uniformity are absolutely essential. We are in a position to guarantee both as our long experience has taught us just what is needed.

¶We have been making motorcycle cylinder castings since the inception of the motorcycle industry. Write and let us know your requirements.

MANUFACTURERS FOUNDRY CO., Waterbury, Conn.



THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers



Five Members of the KOKOMO Family



Kokomo Red Thorn
Kokomo Defender Special
Kokomo Clincher

Kokomo Tires

Kokomo Studded Tread and the Famous Kokomo Endless Inner Tube



Each possessing that distinctive quality and extreme durability which have for many years been associated with Kokomo products.



Kokomo Tires are noted for their wear resisting qualities. They are used by discriminating riders who have in mind their expensive experiences with various other makes. Kokomo Tires are made in various styles for every possible requirement and cannot be equalled for their efficiency.

Get Our Latest Catalog Containing Full Line.



Kokomo Tires Are the Best in the World.

KOKOMO RUBBER COMPANY, Kokomo, Indiana, U. S. A.

THIS IS A SAMPLE

Make Your Child Happy With a—Fairy

Here is a Christmas present that is *sure* to please the Boy or Girl—the famous "Fairy" Velocipede, Bicycle or Tricycle. Settle the question of "just the thing" now. Get a "Fairy"—or "Fairies"—for both or all of the children.



For twenty years the "Fairies" have been the aristocrats of vehicles for children.

They are made of the highest grade of steel, richly and tastefully finished—with full nickeled parts. Every "Fairy" is ball-bearing—the easiest running imaginable. Our strong guaranty covers each machine.

"Fairies" are the great successes in *safety* and *correct design*. Exercise on a "Fairy" can be only beneficial. It is so built as to cause the child to sit comfortably and to bring the muscles into play without fatigue. Physicians approve the "Fairies."



See the "Fairies" at Your Dealer's

"Fairies" are sold at most of the large stores of the United States. If you do not find the "Fairies" at a store near you, write us and we will see that you are supplied.

The prettiest, most durable, most serviceable Tricycle ever built.

"Fairy" Ball-Bearing Bicycles have the *style* that makes a hit with the boy.



Upholstered seat, adjustable to rider.

Be Sure You Get a Genuine "Fairy"

The success of the "Fairies" has brought out several imitations. Genuine bears the word FAIRY (our registered trademark) in the lettering shown at the top of this advertisement.

Send for Free Booklet, illustrating these high-grade children's machines.

THE WORTHINGTON COMPANY
494 Center Street, Elyria, Ohio (6)

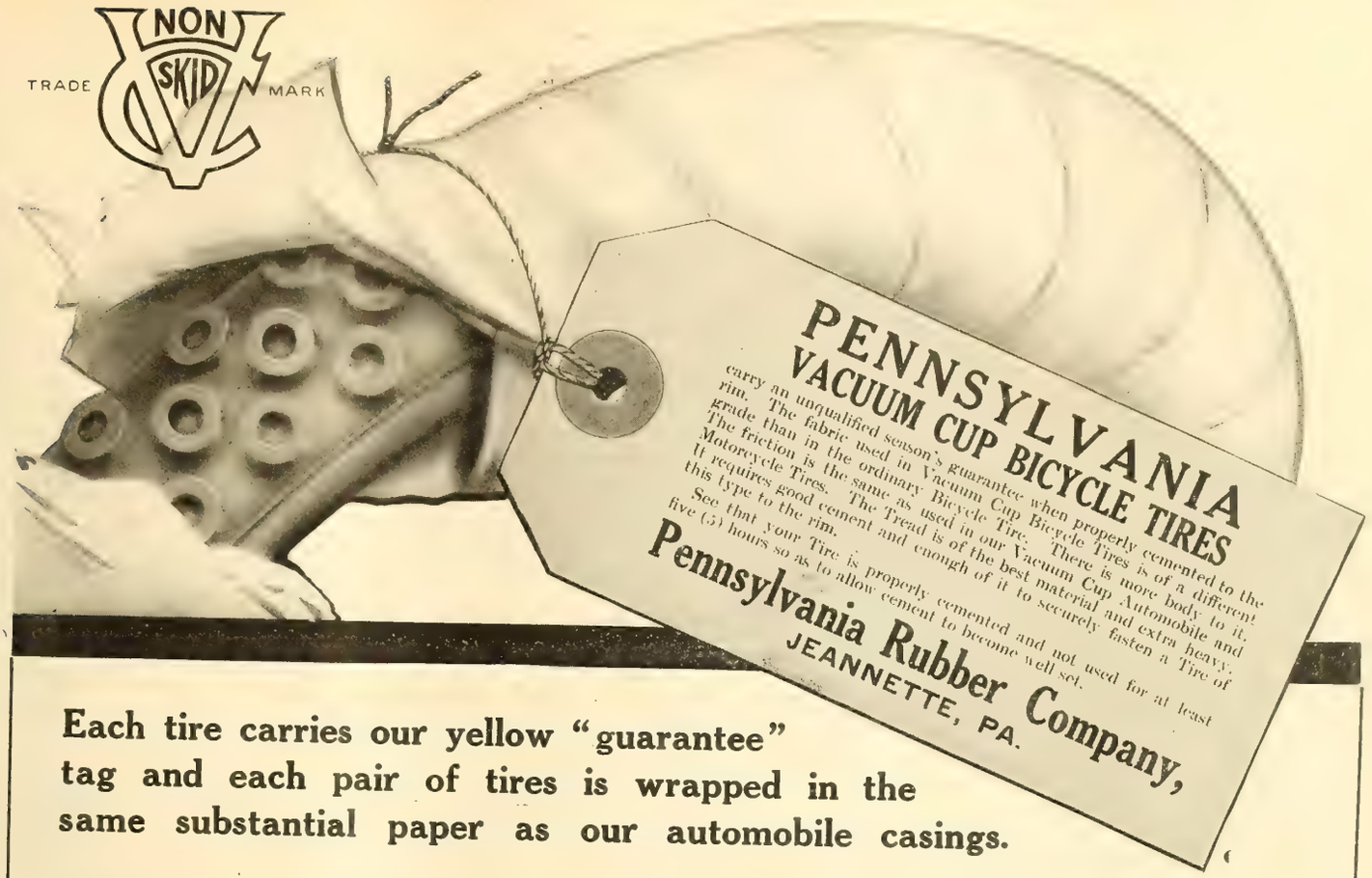
of the advertising we are carrying in journals of national circulation, and it makes people ask for the

Fairy
TRADE MARK

The most active selling high grade line of children's machines on the market. Sold through exclusive agencies in small centers and restricted agencies in the cities. Are you the live dealer to control the "Fairy" line in your locality? Think it over, but think quickly, and write for catalogue.

THE WORTHINGTON CO.
ELYRIA, OHIO.

SELLS ALL THE YEAR 'ROUND



Each tire carries our yellow "guarantee" tag and each pair of tires is wrapped in the same substantial paper as our automobile casings.

Pennsylvania Vacuum Cup Bicycle Tires

The increasing popularity of these tires is a striking feature of the tire trade and is due entirely to their sterling worth.

Their non-skid and service qualities are so sound that we are enabled to give an unqualified season's guarantee with each tire. This is a strong inducement to the consumer.

For the convenience of the Jobber and Retail Merchant, Pennsylvania Vacuum Cup Bicycle Tires will be packed ten pair in a strong wooden box. This enables the Jobber to ship in the original package and the Retail Merchant to order in convenient quantities.

Made by an Independent Company with an Independent Selling Policy which insures a fair margin of profit to Jobber and Dealer.

If you want to sell tires for profit, write now for our attractive proposition.

"We Protect the Jobber"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

(Re-organized February 1st, 1910)

BRANCHES :

Pittsburgh, 505 Liberty Avenue — Detroit, 247 Jefferson Avenue — Chicago, 1004 Michigan Avenue — Minneapolis, 917 First Avenue S. — Kansas City, Mo., 514 East 15th Street

PENNSYLVANIA RUBBER CO. OF NEW YORK
New York City, 1700 Broadway

PENNSYLVANIA RUBBER CO. OF CALIFORNIA
San Francisco, 512-14 Mission Street — Los Angeles, 930 So. Main Street

DID YOU EVER EAT DUST?

Well, You Don't Have to Any More, Why?

Because we have something that has never been equalled in the history of motorcycling in America. It is a **BIG TWIN** and you don't dare open her up on the road. Try it once and watch the hills disappear behind you.

Two Beautiful Colors

Reading Standard

Brown Green Ivory Panels

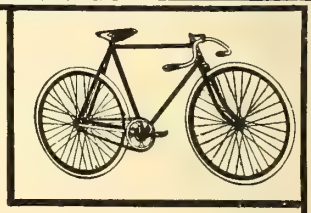
Double oiling system, double braking device, shock absorbing seat post, foot rests, luggage carrier, mechanical valves, powerful ball bearing easy running motors and other exclusive features.

If interested, write us today. If not interested, write anyway and you soon will be.

READING STANDARD COMPANY, 310 Water Street, Reading, Pa.



How to Satisfy Your Customers and Make Money

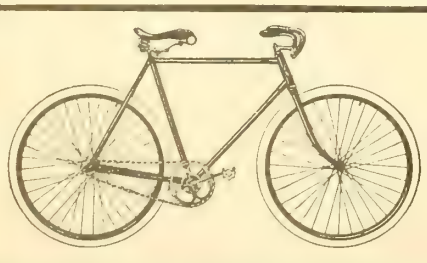


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

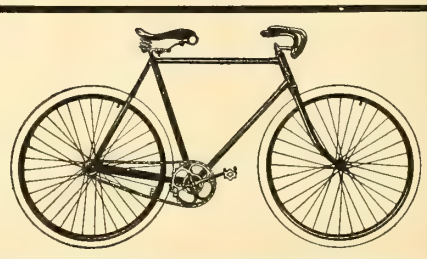


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.



Here's the Way They Come

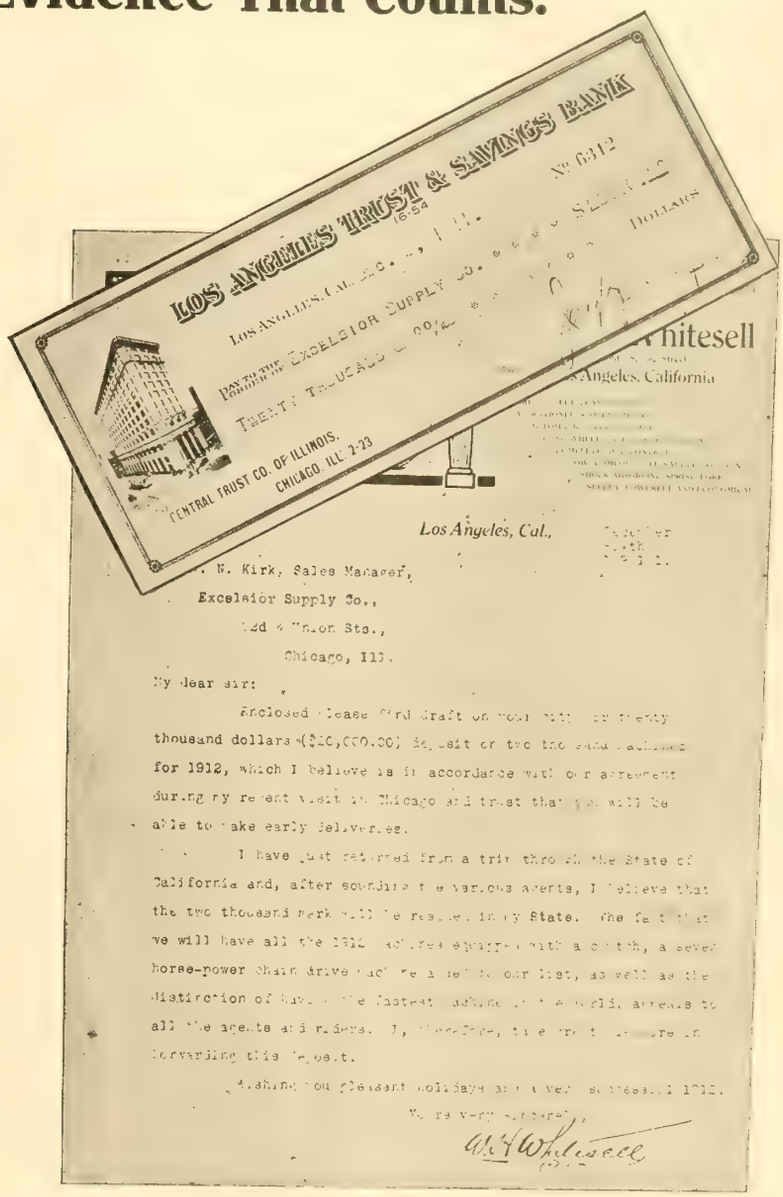
The Confidence of the Man Who Knows, Is the Evidence That Counts.

W. H. Whitesell has sold the Excelsior Auto-Cycle ever since it has been made, and backs his confidence in its making good, with good, hard dollars.

Other Excelsior dealers are equally confident, and the 1912 Excelsior Auto-Cycle will fully uphold its record and reputation of the past.

Our 1912 models are ready and are further ahead of the field than ever.

If you are not an Excelsior dealer you ought to be.


LOS ANGELES TRUST & SAVINGS BANK

No. 6312

DOLLARS

CENTRAL TRUST CO. OF ILLINOIS. CHICAGO, ILL. 2-23

Los Angeles, Cal.,

W. H. Kirk, Sales Manager,
Excelsior Supply Co.,
22d & Union Sts.,
Chicago, Ill.

Dear Sir:

Enclosed please find draft on your city for twenty thousand dollars ($20,000.00) deposit on two thousand machines for 1912, which I believe is in accordance with our agreement during my recent visit to Chicago and trust that you will be able to make early deliveries.

I have just returned from a trip through the State of California and, after sounding the various agents, I believe that the two thousand mark will be reached in my State. The fact that we will have all the 1912 motors equipped with a clutch, a seven horse-power chain drive machine in our list, as well as the distinction of having the fastest machine in the world, appeals to all the agents and riders. I, therefore, take great pleasure in forwarding this deposit.

Wishing you pleasant holidays and a very successful 1912.

Yours very truly,

W. H. Whitesell

Write Today for Details of the New Models, in Which Are Embodied All the Latest Features, Brought to the Highest Point of Motorcycle Perfection.

EXCELSIOR SUPPLY COMPANY

22d and Union Streets **CHICAGO, ILL.**



A New Prest-O-Lite Motorcycle Gas Tank, Equipped with Gauge, $10

The addition of a gauge makes our motorcycle gas tank similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of motorcycle.



Price of Tank **$10**

Length, 12 inches; diameter, 4 inches; weight, 7 lbs.

The Prest-O-Lite Co.

245 East South Street **Indianapolis, Ind.**

Branches at Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburg, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

The New 1912 Thor

$175.00

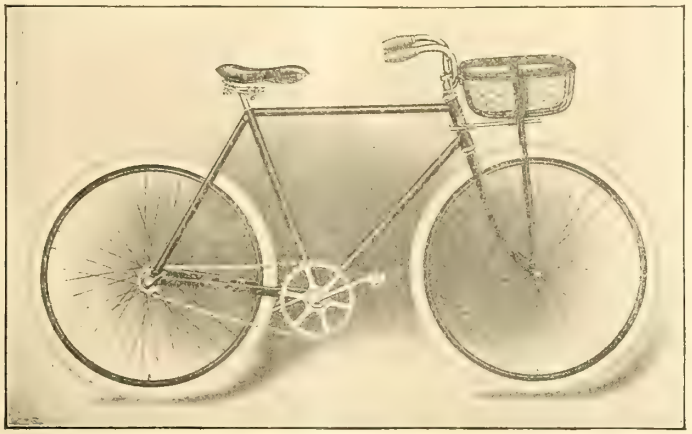
with FREE Engine Clutch

Dealers Grasp the Opportunity NOW

AURORA AUTOMATIC MACHINERY COMPANY, Thor Building, CHICAGO

"POPE DAILY SERVICE"

The Bicycles That Letter Carriers, Policemen, Telegraph and Telephone Linemen, Firemen, Inspectors, Quick Delivery Messengers, Clerks, Working Men, Etc., Buy and Find All That the Name Implies.



SPECIALLY designed throughout for every day, hard, practical use—possessing greater strength and durability than the ordinary pleasure machine. The frame is made from extra heavy-gauge, seamless steel tubing, strengthened at the joints by the Pope method of reinforcements. Steering head and fork exceptionally strong; rims steel lined; spokes of tandem strength.

The most satisfactory machine for the man who rides every day to and from work or in the course of his work.

It Pays to Specialize in the Pope Daily Service. Write Today for Particulars and Dealers' Proposition.

THE POPE MANUFACTURING COMPANY, Hartford, Connecticut

THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

Fisk Bicycle Tires

The Fisk Line is the Winning Line for Dealers

Says one successful dealer: "We wanted the best tire made, so we selected the Fisk. From that day to this our growth and success have been steady."

More than two-thirds of the new tires used by manufacturers of high grade wheels this coming year will be Fisk Tires. This also speaks for itself.

Are you going to be a successful Fisk dealer this year?

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS.

Direct Factory Branches in 34 Cities

The saddle a selling feature—

It will be always if it is a

BROOKS

the original and only genuine compound-spring saddle.

It will always help to sell the bicycle—

It will always ensure the buyers certain satisfaction—

It will always please him better than any other—

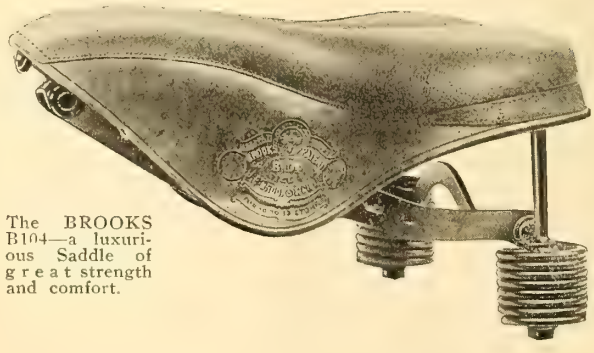
Because—

It is the only saddle in which can be embodied the BROOKS Compound Spring and, because, that spring is the only spring that successfully absorbs vibration within itself and, at the same time, eradicates entirely all tendency to bounce.

That's the reason you should sell it.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.

Distributing Agents for U.S.A. The D. P. Harris Hardware Co., 48 Warren St., New York



The BROOKS B104—a luxurious Saddle of great strength and comfort.



Yes, They All Ride Emblems

And there will be many thousand more of the same sort of jolly chaps, wearing that satisfied-with-their-mount smile in 1912. The EMBLEM has proved its calibre in every kind of metal-racking contest. Just watch the natty little Four Single romp past the other fellows and see the Five Horse Single tag right along with other twins. As for the big Seven Horsepower Twin—its description can be summed up in just five words—"THE MOST POWERFUL MOTORCYCLE BUILT." The free-engine clutch has revolutionized motorcycling—has made it the enjoyable sport it should have been long ago. That is why we decided to equip

Every Emblem Motorcycle With Free Engine Clutch Without Additional Charge.

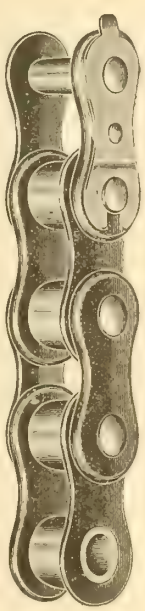
Then, just think of the price! Only $175 to $250 for the most dependable motorcycle made. Why delay another minute? If there isn't an agent for EMBLEM MOTORCYCLES and BICYCLES in your town there may be a chance for you. "Obey That Impulse" and write today for terms.

EMBLEM MANUFACTURING CO., Angola, Erie Co., New York

Member M. M. A.

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.

"Whitney" Chains Are Dependable



THE WHITNEY MFG. CO., Hartford, Conn.

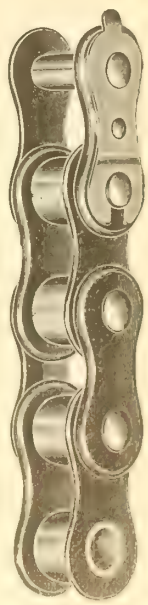
Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, besides myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,
A. H. HELGESON.

733 Ottawa St., Los Angeles, Cal.



These chains have been driven from the Pacific to the Atlantic, from Canada to Mexico, and all over California, through rain, mud, dust, and sand and are still good.

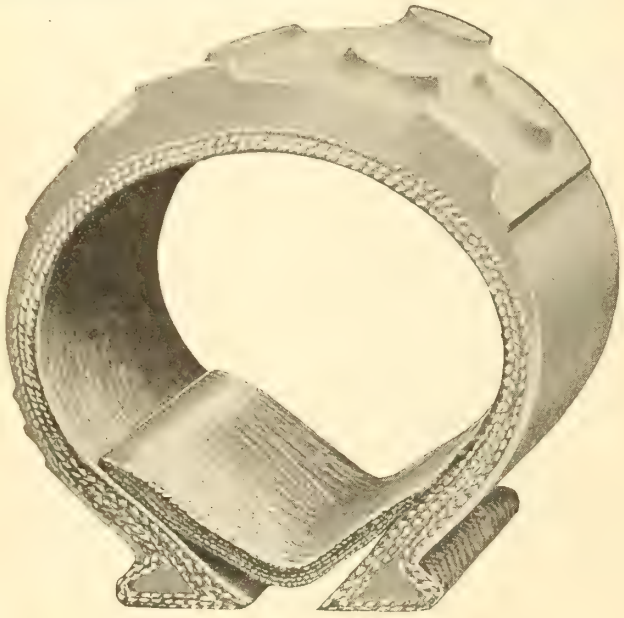
Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?

"Whitney" Chains Are Built for Strains

THE WHITNEY MFG. COMPANY, Hartford, Conn.

We make CONTINENTAL-ERIE Motorcycle Tires in one style tread only, but we make that one perfect. Our improved methods of manufacture insure a product above the standard in quality.



Continental-Erie Motorcycle Tires

excel in their toughness and durability. Their embodiment in every motorcycle insures the rider against excessive repair bills. We give critical attention to our method of testing each tire and guarantee satisfaction to the purchaser of our product.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch—35 Murray Street
Chicago Branch—131 North Canal Street

SPLITDORF MAGNETO

"Always There"

SPLITDORF IGNITION is a world's standard, and the keenest competition has demonstrated for all time its TRUE MERIT.

SPLITDORF PLUGS are universally accepted as THE BEST FOR ALL PURPOSES—they are EFFECTIVE and SIMPLE and ALWAYS POSITIVE.

Just pin your faith to SPLITDORF. A large manufacturer is equipping with the SPLITDORF MAGNETO because HE KNOWS IT IS THE BEST.

SEE THAT YOU INSIST UPON SPLITDORF EQUIPMENT.

Write for Catalog

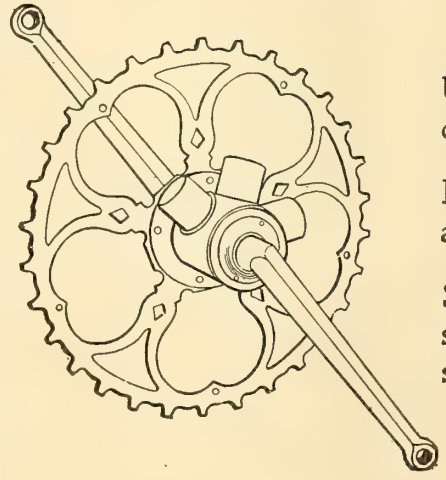
C. F. SPLITDORF

Walton Ave. and 138th St.

Branch, 1679 Broadway **NEW YORK**

CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO

FAUBER HANGERS



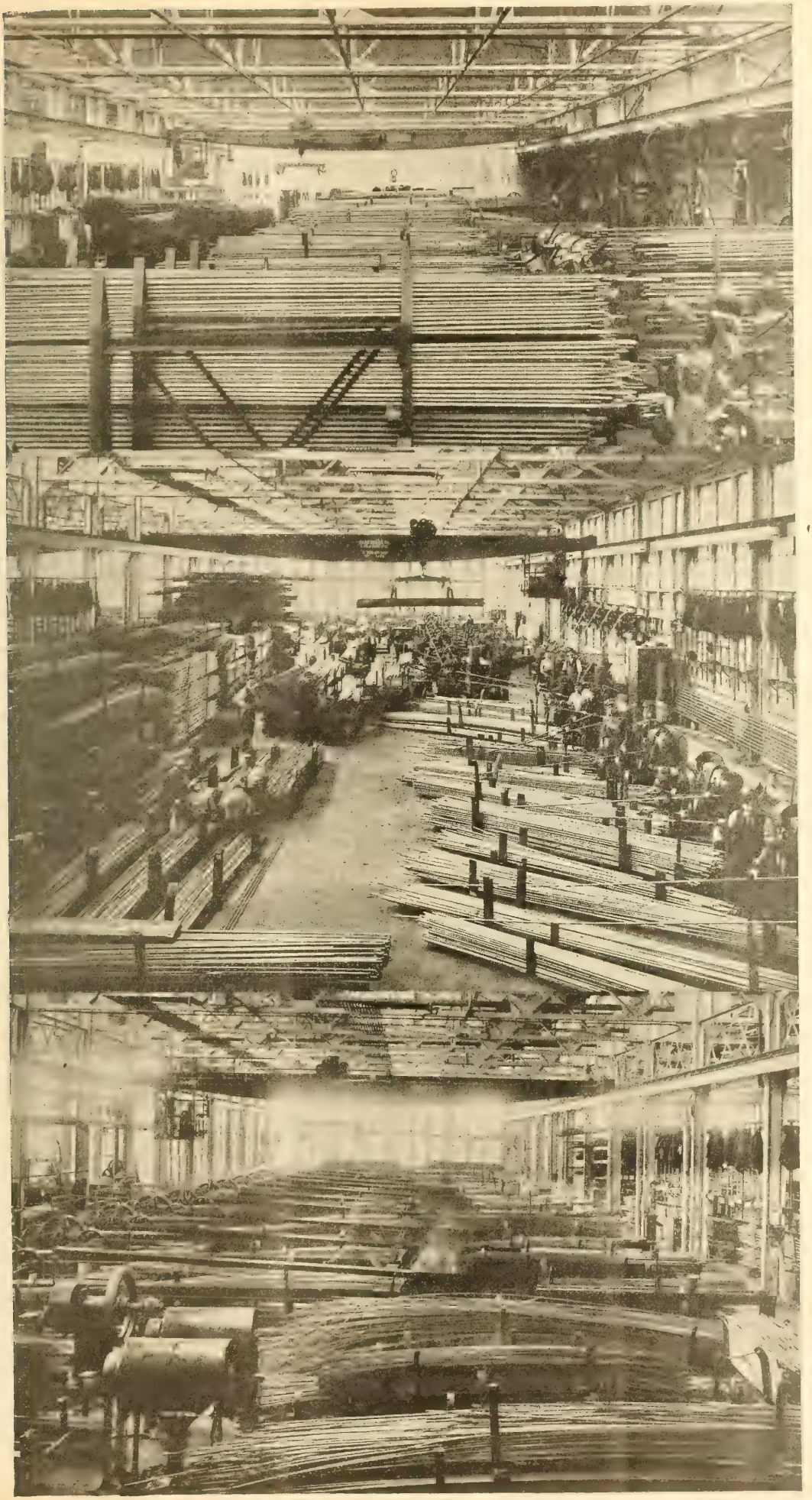
Used wherever quality is found.

Known as well as the bicycle.

Supplied in standard and special sizes.

Great Western Mfg. Co., La Porte Indiana

Makers of CROWN, ADLAKE and CYRUS BICYCLES and FAUBER HANGERS



150,000 Motorcycles

could be made from the tubing shown in these three photographs, which show over 700 miles of Standard Tubing in transit from one department to another. None of them is of our stock room which contains more tubing than is shown in all three photos.

The illustrations are not retouched and if you will look closely you can see in the lower view the blurred outlines of the draw bench operators who were moving continuously during the photographing of the scene.

This is to impress upon your mind the magnitude of the cycle industry and to illustrate if possible our statement that Standard Tubing is used in the construction of over 75 per cent of the cycles built in this country.

"STANDARD" TUBING

The Standard Welding Co.

CLEVELAND

New York
Chicago
Detroit

The Enduring Motorcycle Tire

"Little Brother" to the Greatest Auto Tire Made

The famous Goodyear Motorcycle Tires solve the problem of tire economy. They cut tire costs in two. All leading motorcycle makers will specify them for their 1912 output.

Here are wonderful motorcycle tires.

They are built by the world's greatest tire experts—by the makers of the No-Rim-Cut Auto Tire. They offer you the same remarkable service based upon the same 13 years of study, research and experimenting that have made the No-Rim-Cut Tire today's most phenomenal auto tire.

We have proved this endurance by a simple, interesting factory test. Before a given type of tire is adopted it is mounted on a regular rim. Then it is placed on an endurance machine which subjects the tire and tread to a grilling endurance test.

All other makes get the same test side by side with the Goodyear. If our tire doesn't show less wear, last longer than all the others, then it never reaches the market.

Thus we know the exact relationship of our tires to all the others and the additional service to be rendered by them.



Thus have riders all over the country come to look upon Goodyears with unqualified favor.

And thus have the leading motorcycle makers contracted for Goodyears for their 1912 output. Knowing as they do the vital connection between motorcycle satisfaction and tire efficiency.

These tires render more mileage than any other motorcycle tire in existence. They give most service—give least trouble.

Goodyear Motorcycle Tires hold every world's record. They save their cost many times over by averting blowouts and other tire troubles.

Yet these premier motorcycle tires cost you no more than the tires they are **out-distancing** and **out-wearing** every day.

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We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(474)

THE
BICYCLING WORLD and MOTOR REVIEW
(FOUNDED 1877) CYCLE

Vol. LXIV. New York, U. S. A., Saturday, December 23, 1911. No. 14

RECEIVER SELLS RELIANCE PLANT

Ives, Who Started the Business, Purchases Manufacturing Outfit and Good Will —Other Parties Interested.

Put on the auction block by court order, the property and good will of the bankrupt Reliance Motorcycle Company, of Owego, N. Y., was sold at auction on Monday, December 18, to W. H. Ives, of Addison, N. Y., for $17,500. Ives, who was the founder and former president of the company before its reorganization, is understood to be acting for Elmira interests, and the names of Eclipse Machine Company, of Elmira, and John N. Willys, are mentioned as being behind the project to regalvanize the plant to activity. The Eclipse Machine Company make motorcycle brakes and clutches, and Ralph D. Webster, its vice-president, was prominent in the councils of the Reliance Company before it ran on financial shoals. Willys formerly was an automobile dealer of Elmira, and now is head of the big Willys-Overland motor car plant, of Indianapolis, Ind. He is understood to be flirting with the project of motorcycle manufacturing. Ives started the marketing of Reliance motorcycles in Addison, about 1904, and after enjoying a slow growth, the business was removed to Owego about three years ago, and a new plant erected. Last fall Ives retired from the company and new interests headed by Bandler Bros., New York City, assumed control. Facilities were enlarged and a new model was designed, but shortly after the Chicago show in February the company went into bankruptcy.

Peterlein Wins Out in Libel Suit.

Max M. Sladkin's suit for $25,000 damages against C. E. Peterlein, of Grand Rapids, Mich., a manufacturer of bicycle grips, came to a sudden termination recently, when the court before which the case was being heard directed a verdict of no cause for action. The suit grew out of the plaintiff's allegations that the defendant had slandered him. In stating the matter to the jury, the judge remarked that there was no evidence of expressed malice introduced by the plaintiff, and as the burden of the proof fell upon the plaintiff, he could not recover under the circumstances. The present is the second in the list of disputes between the parties engaged. The third, an assumpsit suit, probably will be tried at the next term of court.

Tacoma Dealers Report New Sales Records.

Tacoma, Wash., Dec. 14.—During the season now closing Tacoma motorcycle dealers have made new sales records and report substantial increases in business over the same period for last year. Although a large number of machines have been sold in the city proper, the bulk of the sales have been made in the surrounding cities and towns. One of the chief reasons for the increased number of machines in use is the improved streets, considerable highway improvement having been done this year. Dealers report a bountiful crop of prospects for 1912 sales and are looking forward to a bumper season's business.

Baker Will Show at the Garden.

Although not included in the official list of exhibitors in the motorcycle section of the Madison Square Garden automobile show, New York City, in January next, F. A. Baker & Co., New York City, well-known motorcycle and bicycle jobbers, will be represented as usual. They have secured space 401, comprising 1,100 sq. ft., on the mezzanine floor beneath the motorcycle section, and will be located at the Madison avenue-Twenty-seventh street corner. Baker will show several new foreign and domestic novelties for the first time.

GOVERMENT QUIZZES BRAKE MAKERS

U. S. Supreme Court Summons Manufacturers to Buffalo—Are They Violating the Anti-Trust Law.

Manufacturers of coaster brakes sold in the United States have been summoned to Buffalo by the Department of Justice to respond in the United States District Court to an investigation which is being conducted there by the Government to determinte whether they are violating the anti-trust law. The companies involved in the present action are: The New Departure Mfg. Co., Bristol, Conn., maker of the New Departure brake; Corbin Screw Corporation, New Britain, Conn., maker of the Corbin brake; Eclipse Machine Co., Elmira, N. Y., manufacturer of the Eclipse brake and Morrow brake, Miami Cycle & Mfg. Co., Middletown, Ohio, maker of the Musselman brake; Aurora Automatic Machinery Co., Aurora, Ill., maker of the Thor brake; and the Buffalo Metal Goods Co., Buffalo, N. Y., maker of the Atherton brake.

The New Departure Co. is the parent organization, and issues licenses to the other manufacturers. The parent company holds the patents in one basic coaster brake patent which gives it control of the situation in the coaster brake market. By this arrangement, the six companies have absolute control, and, it is alleged, have established a uniform retail price of $5 for coaster brakes, with such effect that a dealer who sells one at a lower price can buy no more.

It is the contention of the companies, and they are upheld by leading legal experts of the country, that they not only are permitted by the patent laws to do this, but are protected in it since the patent laws give a patentee unlimited power to regulate the prices at which his patent can

be sold, and who shall sell it. The present investigation is in effect a test case in which the government simply wishes to know that the companies are legitimate holders of the patents under which they claim protection, and whether the combination can be reached by the anti-trust law.

Colonel Charles M. Jarvis, of New Britain, Conn., president of the American Hardware Corporation, of which the Corbin Screw Corporation is a branch, gives the company's side of the case and explains its position. Colonel Jarvis raises a point which is of great importance. It is this: Can manufacturers engaged in the manufacture of a patented article, on which there is a specified sale price, be considered violators of the anti-trust act? The government, in granting patents, gives the inventor the right to earnings from the sale of the patented article. If the man is too poor to manufacture his own invention he has the right, under patent acts, to dispose of the patent, command a royalty from the manufacturers and specify a price at which his invention shall be sold.

The decision that will be rendered in this case will be one of great importance as it will affect the great majority of manufacturers in the country. Colonel Jarvis, in an interview, makes the following statement concerning the history of the coaster brake patent, and its present status:

"Some years ago there was a disagreement between P. & F. Corbin, of New Britain, and the New Departure Manufacturing Co., of Bristol, in reference to patents on coaster brakes—a brake used on bicycles.

"The suit was settled by a compromise, we acknowledging the validity of the New Departure patents and they allowing us to manufacture under those patents by a royalty agreement.

"Later, other manufacturers were sued by the New Departure Manufacturing Co. for infringement of their coaster brake patents. From time to time, as we understand it, the New Departure Manufacturing Co. has settled with these parties, who, they claim, infringed, on practically the same terms as they made with us, that is, under royalty agreement. This royalty agreement, like all other royalty agreements, covers the selling price for all coaster brakes manufactured under the patent owned by the New Departure Manufacturing Co. The agreement is the same that is usually made under similar circumstances by manufacturers, and we made it under the advice of eminent legal counsel.

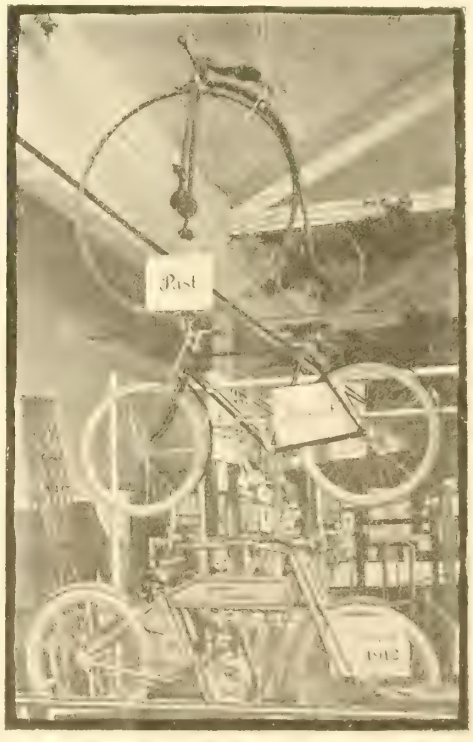
"We certainly had no intention of transgressing any law, and eminent attorneys advise us that we have not transgressed any law in these agreements. We have shown to the government all the papers and documents connected with this agreement, in order to satisfy the government that we are acting within our rights under the patent laws of the country, and do not feel disturbed by the government action."



SEATTLE'S "FIRST AID" TIRE MAN

"Special Delivery" of Tires by Motorcycle.

Citizens of Seattle, Wash., no longer are impelled to "obey that impulse" and shout "Stop Thief" when they see a motorcyclist tearing along on a gray Excelsior machine, with a big automobile tire or two slung over his shoulder, for they know that he has not purloined them from a car or store, but is the "first aid" messenger of the United States Tire Company's local branch, on his mission of mercy to an automobilist in distress. Just how the Good Samaritan of motorists appears when delivering the "life preservers," as well as the ingenious method of carrying them, is shown in the accompanying illustration. The service, which just has been introduced, is very popular with motorists. It extends over a radius of 15 miles from the branch, and also is available to motorcyclists, of course.



THREE GENERATIONS OF CYCLES

Hartford Dealers Report a Good Year.

Willis L. Hayes, of the firm of Finch & Hayes, leading motorcycle dealers of Hartford, Conn., was in New York this week on business and pleasure bent. They handle the Thor, Merkel and Excelsior for Hartford county. "We did a fine business this year, but expect to double it in 1912," said Hayes. "This year," he went on, "we put out 30 new machines, 50 used ones, and did the largest accessory business in the city, as well as a very good repair trade. Our gross turnover, was $15,000, which is pretty good for Hartford. With the lower prices for next year I see no reason why we cannot double our sales of machines, and then, those already out will need overhauling and new equipment. Our suburban business already is very considerable, and we will appoint a number of sub-agents next year. We will increase our shop facilities extensively, and will be the only F.A.M. registered repair shop in the city. This, together with our central location on one of the main touring lines, and also the headquarters of the Hartford Motorcycle Club, fully equips us, we believe, to cater to the wants of the tourist, as well as the local rider, in all respects."

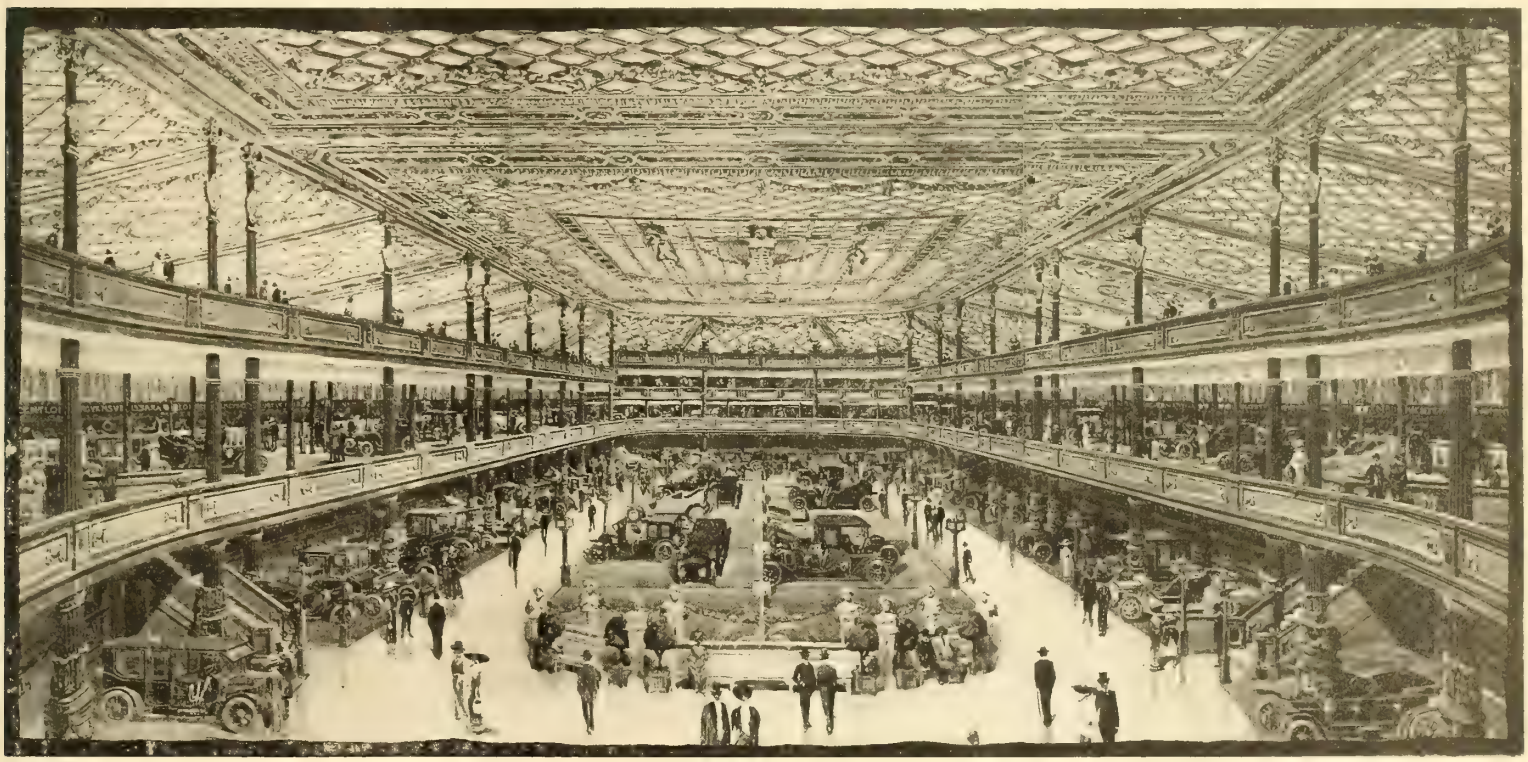
"Bone Shaker" to Motorcycle on Display.

According to George M. Cohan, the playwright, and actor, P. T. Barnum "had the right idea" and was the original publicity man. Among those who have absorbed some of the great showman's doctrine is J. P. McDaniel, agent for Harley-Davdson motorcycles in Janesville Wis. Janesville recently had an industrial exposition in its midst, and McDaniel did not overlook the bet to put down (or rather up) something in the two-wheeled line. The accompanying illustration shows the original way in which he traced the bicycle family tree from the high wheeler to the motorcycle, the youngest son. McDaniel was the only dealer who displayed his wares at the exposition, and he sold seven machines outright. He had a demonstrator working all week, and its silence elicited many favorable comments. Incidentally McDaniel's progressiveness in educating the public to the advantages of the motorcycle did more to stimulate motorcycle interest in Janesville than any other occurrence in the past three years. As might be expected, McDaniel is a large newspaper advertiser. During the past season he has run half page announcements regularly, preaching the gospel of motorcycles and bicycles, and has received wonderful returns. In the past three years his business has grown rapidly, a happy result which he attributes chiefly to newspaper publicity.

MAKING READY FOR GARDEN SHOW

Last Motorcycle Show in Historic Structure Will Be the Best—Fine Exhibit Promised.

Madison Square Garden, New York City, now is being fitted to its last and most gorgeous suit of automobile finery, for the twelfth national motor car and motorcycle exhibition in January. The color scheme for the last Garden show will be crimson and gold, and how becoming the famous old building will look in its farewell raiment the accompanying photograph gives suggestion. The motorcycle section this year is better provided for than ever before, being included in Part I, or the first week, which will be devoted to pleasure vehicles exclusively, when the attendance is greatest both in numbers and prominence. While located in the top balcony as usual, "motorcycle row" will be on the Twentyseventh street side in the left of the picture, this year, and across the arena from its former location. It will be the last of the big shows in the Garden which is scheduled for demolition in February.



AS THE GARDEN WILL APPEAR DURING THE BIG JANUARY AUTOMOBILE AND MOTORCYCLE SHOW

Novel Catalogue of De Luxe Motorcycles.

Adapting the oil window in the motor base feature to its printed matter, the F. W. Spacke Machine Co., Indianapolis, Ind., manufacturers of De Luxe motorcycle motors and two-speed gears, have issued a cleverly designed booklet of their product, with a "window" in the front cover giving a three-quarter view of its single cylinder motor illustrated on the first page, before opening the book. Notable features of the power plants are specified and detailed. Both single and twin motors and the two-speed gearset are illustrated. Motors are made in four sizes, viz.: four and five h.p. singles, and 7 and 9 h.p. twins, all Bosch equipped and furnished either for chain or belt drive. The gearset combines in unit form a plate clutch and is constructed for use with chain drive.

Pope Mfg. Co. Declares New Dividend.

Directors of the Pope Manufacturing Co. have declared a dividend of 1½ per cent. on the $2,298,200 preferred and a dividend of 1 per cent. on the $3,690,800 common. This is the first dividend paid on the common since August, 1910, when 2½ per cent. was distributed among the stockholders.

Goerke Formally Opens His Newark Store.

Walter Goerke, Newark, N. J., entertained a large number of visitors at the formal opening of his new store at 321 Washington street, Saturday, December 16. Models of the 1912 Indians were on view, and appropriate souvenirs were distributed. Many expressions of felicitation were extended to Goerke on his new venture, accompanied by wishes for success.

Swenson Will Become a Jobber.

B. A. Swenson, the big Providence (R. I.) motorcycle and bicycle dealer, is planning to do a large jobbing business in motorcycle accessories next year. He is desirous of receiving prices and electros from manufacturers, for his catalog now in course of preparation.

CASE GOES AGAINST DEALER

Right to Sell Machines Taken in Trade Without License Will Go to Higher Courts.

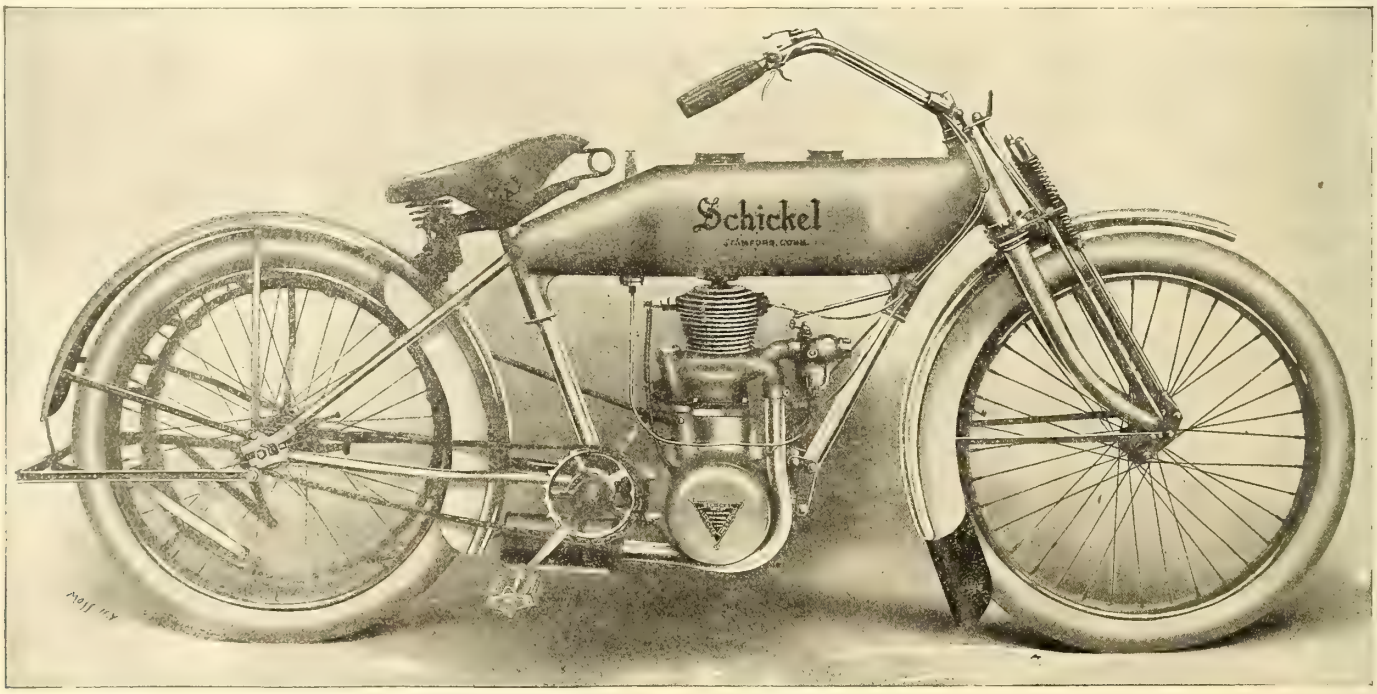
Magistrate Herbert, sitting in the Night Court in New York, December 20, fined H. A. Gliesman of the New York Motorcycle Company and president of the Motorcycle Dealers' Association of Greater New York, $2 for selling second-hand motorcycles without a second-hand dealer's license. This fine was imposed more for the purpose of getting the opinion of a higher court on the law, and having the question definitely settled, than because the magistrate felt that Mr. Gliesman was disobeying the letter of the law. Mark Eisner, cousel for the Motorcycle Dealer's Association, appeared for Mr. Gliesman, and will immediately appeal the case. Upon the Court of General Sessions upholding the decision of Magistrate Herbert, there will be a further appeal to the Appellate Division.

If this is declared by the higher courts to apply to motorcycle and bicycle dealers who sell second-hand machines, having taken them in trade, it will then be necessary for such dealers to pay a license of $25 for the first year and $12.50 for each succeeding year, and to also give a $100 bond to the city.

The law under which Mr. Gliesman was summoned says that anyone selling second-hand articles is deemed to be a dealer in such and must be licensed.

Schickel Exploiting Two-Cycle Motor Construction

Ranking as the foremost exponent in the United States, of two-cycle motor construction as applied to motorcycles, the Schickel Motor Co., Stamford, Conn., plans to produce the Schickel 5 h.p. single cylinder model in quantities soon, in what may be stated to be the first elaborate attempt to introduce and popularize this type of motor in the American motorcycle world. Although now making its real debut, the Schickel, to further similize "sassiety," has been "out" for nearly a year, being shown publicly for the first time at the Chicago automobile and motorcycle show in February last. Since its premiere, however, it has undergone extensive refinement, and the manufacturing facilities for its production have been increased many fold. It is the child of the brain of Norbert H. Schickel, of New York City, and will list at $225, fully equipped.



RIGHT SIDE OF SCHICKEL TWO-CYCLE MOTOR SHOWING GAS PASSAGES AND MAGNETO HOUSING

While little known or understood by the average motorcyclist or enthusiast, a two-cycle motor differs from the common four-cycle type in that it performs its complete series of functions in one revolution, as against two revolutions for the four-cycle. It also dispenses with poppet valves, springs, cams and gears, the mixture transportation functions of the valves being performed by the piston in its travel, uncovering ports at certain points in the stroke, through which the gas is admitted from the motor base and exhausted in the muffler. Advantages claimed for the two-cycle motor are simplicity, smoothness of running, extreme flexibility, reduction in number of moving parts, and consequently, in friction, wear and maintenance. Instead of being drawn directly into the cylinder, the mixture is aspirated into the motor base by up stroke piston suction, and is forced into the combustion chamber through a by-pass by down stroke base pressure. This is what may be called one form of fuel injection.

As a supporting company to the two-cycle motor, which, of course, is the star of the mechanical production, the Schickel incorporates many other novel features, including the unit-tank-and-frame construction, enclosed magneto with spring drive, rocking armature for obtaining maximum strength spark at variable crankshaft speeds, cable controlled free engine idler, integral tool compartment in the tank, castor spring fork, large tank capacity, large filler openings, large tires, wide motor speed range, and automatic oiling system.

Having a bore and stroke of 3⅛ inches, respectively, the motor is what is known technically as "square." It is rated at 5 h. p., and is claimed to develop well in excess of this figure. Unusual flexibility is stated to be obtainable, the speed limits being given as very low for minimum and 3,700 r. p. m. maximum. Incidentally the maximum speed of a two-cycle motor is higher, ordinarily, than that of a four-cycle, because of the much more rapid introduction and discharge of the mixture. No gears are used, and the moving parts in the motor are confined to the piston, connecting rod, flywheel, crankshaft and magneto groups. The crankshaft and big end of the connecting rod are mounted on generous sized F. & S. imported ball bearings.

Three rings are fitted to the piston, two at the top and one at the bottom, and all are pinned to prevent the slots becoming aligned. The deflector plate on top of the piston is cast integral with the latter. The piston pin is locked in the upper end of the connecting rod and rides in bronze bushings in the piston bosses. The connecting rod is a drop forging, double heat treated.

Distinct departure from standard practice is disclosed in the flywheel unit construction. The crankpin, main shafts and flywheels are machined from a solid forging, insuring permanent alignment of these important parts. A novelty is found in the use of a single flywheel, the connecting rod riding on a short projecting crankpin. The flywheel is drilled on both sides to give a running balance.

One-piece construction also is found in the cylinder, the inlet, transfer and exhaust passages being cast integral, eliminating packing and joints with the attendant possibility of leakage. By the casting of the transfer port on the cylinder wall, simple communication with the motor base is obtained when the cylinder is positioned,

while the upper passages of the transfer lead to the ports at the rear of the cylinder. Cooling flanges are tapered, increasing in depth as they approach the top of the cylinder to take care of the increased heat generated. The inlet passage leads through the exhaust elbow, being warmed before entering the motor base. This construction is defended as producing thorough vaporization of the incoming charge, and a clean burning mixture.

For relieving the compression a mushroom valve is placed in the top of the cylinder. It is spring seated, opening inward, and is controlled by Bowden cable from the right grip.

Aluminum alloy is used in casting the motor base, integral construction being used. On the right side is incorporated a housing for the magneto, while the left side is sealed by a plate which carries the motor drive shaft bearings.

How the Motor Operates.

Motor operation is as follows: On the explosion stroke the mixture, which previously has been drawn in under the piston through the inlet ports, partly is compressed in the motor base and under side of the piston. As the piston approaches the end of its stroke, it uncovers the exhaust ports, and transfer ports, successively, and the burnt charge escapes through the exhaust ports, being assisted by the rush of the new incoming mixture, which is deflected by the plate on top of the piston, so that it will fill the upper part of the cylinder. As the power stroke is completed, the cylinder is filled with mixture, and the rising of the piston again compresses the charge above it, simultaneously creating a vacuum in the motor base. When the piston nearly has reached the top of the stroke, the inlet ports are uncovered, and a fresh charge is drawn in below the piston. Ignition occurs near top center.

Ignition is produced by an imported high tension magneto, which is entirely encased in the motor base, and protected completely from dust, oil and water, as well as from impact injury. At its inner end the magneto has a bearing in the motor base, and at the outer end another in a quick detachable spider. Timing is regulated by rocking the magnets and pole shoes through a limited arc as illustrated in Figure 1. As this arrangement insures the continuous interruption of the current at the same point in the magnetic field, the maximum spark for all motor speeds, and consequently the most rapid propagation of the flame, is obtained.

An ingenious method of driving is used, whereby all gears are dispensed with. The armature shaft is connected to the crankpin by a twisted steel spring disc plate, the magneto, of course, running at crankshaft speed. The crankpin revolves around the armature shaft, the spring having sufficient flexibility to compensate for any cramping

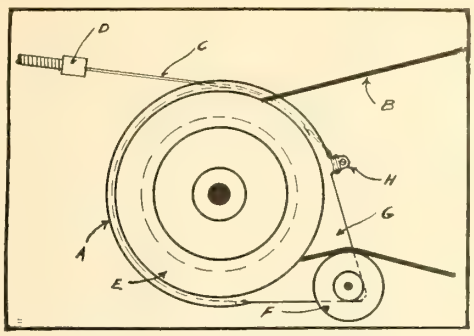


Figure 1—Free Engine Mechanism

in the drive, and yet assure positive motion to the armature. Rocking of the magnetic field is accomplished by Bowden cables controlled from the right handlebar. At full retard the current is grounded by the circuit breaker making contact with the magneto housing cover plate.

Oil and gasoline are mixed in the supply tank and fed to the motor as a homogenous mixture, the lubricant again separating after entering the motor, and performing its friction reducing function. The tank forms the upper bar of the frame, giving an integral truss construction. The gasoline capacity is three gallons, and in the large filler cap is embodied a cylindrical oil reservoir, for measuring the proper proportion of oil to be mixed with the fuel. The measure holds sufficient oil to unite with one gallon of gasoline in proper proportion, so that three measures are required for proper compounding on a full tank of gasoline. It is claimed that this system positively furnishes the required amount of lubrication at all speeds.

Plenty of innovation is found in the Schickel free engine device, illustrated in Figure 2. "A" is a grooved plate; "B" the belt; "C" the operating cable; "D" the cable anchor on the motor base; "E" the motor pulley; "F" the idler; "G" the idler supporting arm; "H" the cable lug on plate "A." The cable, which is operated by twist grip, travels in the grooved periphery of the plate "A," and when slackened, releases the pressure of the idler on the belt, giving the free engine effect. Transmission is by a 1¾-inch flat belt.

Unique construction is apparent in the frame. The tank header castings surround the steel tubes which form the steering head, front diagonal and seat post masts. The steering head and front diagonal tubes are brazed before being immersed in the casting, resulting in the obtainment of very strong construction.

Owing to its size the tank affords an immense longitudinal girder member, capable of meeting any road driving strain, which it may be subjected to. A large tool compartment is provided in the tank tube, and is accessible through a spacious handhole. A sturdy needle valve built into the rear end of the tank controls the flow of gasoline to the carbureter. The latter is placed in front of the motor, with main air port facing head-on.

Castor Fork Gives Easy Steering.

Castor spring forks of the truss type, with exposed springs are used. The axle is carried just in front of the forkside center, giving a half castor effect, and making for very easy and comfortable steering. Load and rebound springs are provided, and grease cups are fitted to the rocker plates. The front axle is of the knockout type. Spring bottoming, rocker reversal, and dropping of the fork on the tire through spring breakage, all are claimed to have been guarded against. Straight line steering is guaranteed by a keyed handlebar stem, the key being nut retained. The castor axle mounting also tends to cause the wheel to follow a straight course automatically.

Double grip control is used, the left operating the free engine idler, and the right the throttle. A Bowden cable lever on a friction plate on the right bar, controls the magneto timing, and a latch lift under the right grip, controls the compression relief.

Independent chain adjustment is provided by an eccentric hanger. Wheels are 28 inches, and are shod with 2¾-inch tires. Mudgards are flanged front and rear, the latter being hinged to permit removal of the wheel without jacking the machine. The hinged guard has a snap lock. The wheelbase is 57 inches, and a low and comfortable riding position is secured by dropping the top tube at the rear, and also the handlebars. The weight is given as 180 pounds.

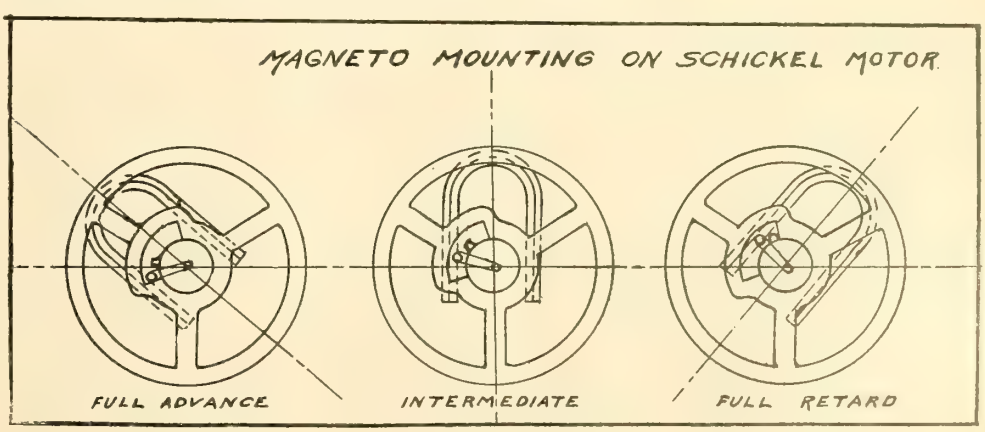
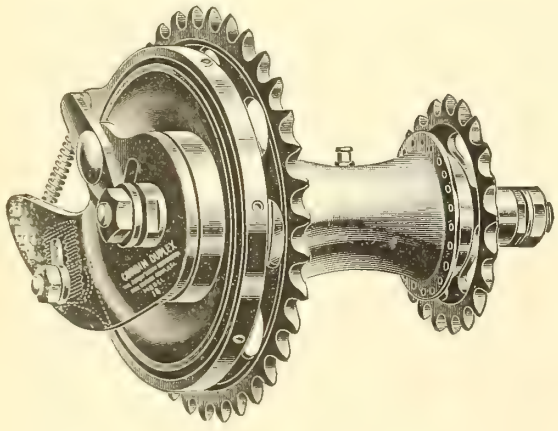


Figure 2—How Magnets Are Rocked to Secure Maximum Spark at All Speeds

CORBIN

Motorcycle Brake



—and why motorcyclists should specify CORBIN by name and insist on it.

A reliable braking device should be one of the first requisites in the equipment of the motorcyclist. Accidents should be made impossible.

The new model Corbin Brake for motorcycles has a V-shaped drum and a triangular friction band, superseding the flat band.

This yields 50 per cent. more braking surface—a most important feature for riders of high-powered machines.

The releasing mechanism is entirely outside, making the action easier and more reliable.

With the Corbin, chain interference is impossible. Corbin Brakes can be fitted to belt or chain driven motorcycles.

13 YEARS of manufacturing experience is your guarantee of efficiency and reliability in Corbin Brakes and the people behind them.

Sold by leading Jobbers and Dealers everywhere. Specify CORBIN.

Write for New
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NEW BRITAIN (Licensed Coaster Brake Manufacturers) CONNECTICUT

Western Office, 65 West Lake Street, Chicago, Illinois.

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NEW YORK, DECEMBER 23, 1911.

Merry Christmas

Opportunities in the Motorcycle Industry.

To the ambitious youth of to-day, casting about for a field that offers opportunities for bright, enterprising and energetic men, the motorcycle industry stands out as one of the few which are not overcrowded, but rather lacking in enough men of proper size and calibre. There are fine openings for live and resourceful men who capably can fill the positions of sales managers, branch managers, traveling representatives, and also sell motorcycles themselves.

No longer is the motorcycle industry to be despised in the business world. Motorcycles are not the playthings of youth entirely by any means, for they already have proved their worth in many lines of business, so strongly as to have made themselves practically indispensable. There are million dollar corporations manufacturing motorcycles to-day, and the total output for next year, is estimated conservatively, as approximating close to $12,000,000 in value.

There are many men in the motorcycle industry to-day, particularly agents, who are not big enough properly to handle the business that awaits them. They are afraid to risk a few dollars until they first see it coming back. They are afraid to carry good stocks and take advantage of discounts for fear that they will be "stuck" with the goods. They have no confidence in their ability to sell their goods. They spend most of their time worrying about what their chief competitor is doing, or is going to do, instead of exercising their brains and planning their own campaigns, regardless of the other fellow.

Many agents do not "know" the machines they handle, as they should They do not study their best points, and how to present them to a customer in the best and most convincing manner. Not long ago a traveler visited a dealer handling a well-known machine slightly higher in price than the average, and found him literally "throwing up the sponge" because he did not know how he would meet the competition of a rival machine slightly lower in price. The visitor proved himself a good Samaritan and lost no time in pointing out to the downcast dealer several features on his machine that compared well with those on a model of the rival he feared. Needless to say the dealer's face lighted with joy and he speedily transformed himself into a happy frame of mind, the while admitting that he "never had thought of those things."

There are dealers with ample capital, who already are operating, or would like to operate branch stores in other cities. They find difficulty in securing the proper men to handle these stores, men who have ambition and enthusiasm, and recognize the excellent opportunities to advance themselves by taking hold and putting as much energy and earnest effort into the business as if it were their own. In other words men who can forget that they are mere employes, and concentrate themselves on making records for themselves in their positions.

Not a few motorcycle manufacturers would like to get hold of a sales manager who can measure up to their standard. It is a high one to be sure, but the emoluments are equally so. As a training school for this berth, the traveler probably enjoys the best advantages. Here again the men who can "carry the message to Garcia" are all too few. Manufacturers regard the traveler who goes out and signs up a sheaf of agents of mediocre calibre or in "bush" communities as having done nothing particularly brilliant.

It is the man who can win over a stubborn agent, who will be a valuable acquisition once landed, who will stay on the job for days if necessary, who will use every bit of salesmanship in his system and then invent some more if necessary, but who "delivers the goods" that is highly prized by the maker. It isn't the apples gathered promiscuously and sent to market unsorted that bring the highest prices, but those that are picked, sized and graded, and it is the same in the gathering of motorcycle agents. The man who picks the best is the one who collects the highest salary, and also puts himself in line for higher honors.

With the motorcycle industry in its infancy, it literally is a mine with but the surface scratched, and its wealth lying awaiting those who know how to "prospect" and work the "claims" properly. The man already "big" or who has the makings of one, will find plenty of opportunity and scope for the exercise of his talents in the selling of motorcycles.

Anent the Recent Six-Day Race.

To the credit of every one connected with the six-day race which ended at Madison Square Garden last Saturday night, be it said that the contest was the cleanest and most sportsmanlike of any that has taken place in recent years. The riders were under bonds to ride without forming combinations, and patrons of the sport showed their appreciation by turning out in larger numbers than ever before. Lovers of clean sport are satisfied that they saw a real contest during the whole week in which every team was out for itself. This condition of affairs kept the officials on the jump all the time, but in the extra attention required they are more than compensated by the knowledge that there has been no "come back" in the way of scandal. May the races that follow be as clean and wholesome.

When a motorcycle saddle is set horizontal, or nearly so, the rider has a strong tendency to slide forward to an uncomfortable position. The saddle should be set with a pronounced upward tilt to keep the occupant on the widest part.

DOES NOT FAVOR FEDERAL AID

Nation's Chief Executive Fears Government Assistance in Roads Building Will Deplete Treasury.

President Taft was the chief guest of honor at the annual banquet of the Automobile Club of America, held at its spacious clubhouse, New York City, December 20. In the course of his remarks the nation's chief executive touched upon the vital question of national aid for good roads. The President addmitted that the sentiment was strong for aid by the Government in road construction, but he took the position that it would start an endless drain upon the treasury, forgetful of the fact that the benefits that accrue from the building of good roads is a permanent one, and repays the people a hundred fold more than any other form of investment.

When one thinks of the countless dollars that have been appropriated for dredging rivers and creeks that have proved useless for navigation, and the tremendous amount of money and energy that it being yearly expended on harbors and rivers for the benefit of a comparatively small portion of the country, the good that could be achieved by using a similar amount of money for the construction of permanent highways that would benefit every one, becomes so apparent that even the veriest tyro in economics must be convinced that the advocates of Federal aid are right, and being right, that time will vindicate their efforts.

That portion of the President's speech that refers to the roads question is reproduced below. There are paragraphs in it which give the impression that he is more than half convinced of the justice of the demand for Federal aid, but the ever-looming spectre of expenditure seems to cloud his vision of the future. Mr. Taft said:

"The question of good roads, I say, is a difficult one, not only for the perfection of a road for the purpose of resisting this much heavier traffic, but also because of the questions, Who is to pay for the roads? Are they to be built by the State? Are they to be built by the county? And who is to take care of them? This is a much more important question; but I hear the earnest patriot—and it does not make any difference how he construes the Constitution, if there is any plan of running a National road near his farm—I hear the earnest patriot say: 'It is the business of the general Government to build these roads. Let's have a National road running from New York to San Francisco, to teach the world what a model road is.' 'But what would it cost?' 'Oh, what difference does it make what it costs? You can strive and hunt ways of saving a hundred thousand dollars in the matter of employes at Washington, but when it comes to building roads, what is a hundred million between friends?'

"And there is the difficulty, gentlemen. I admit that the general Government has the power for the purposes of promoting inter-State commerce to build National roads. It has done it already, but I venture to question the wisdom of opening that method of spending Federal Government money. I think it is much better to have the neighborhood and the State as a large unit expend its money in the construction of roads across the State, and aiding the counties to keep the roads in repair, because if you once set out upon a plan of National roads in addition to the plan of National waterways, I do not know how great the expenditure will amount to.

"If we could confine it to two or three roads I would not object, but we have 48 different States, and every State is as anxious to share in the common funds at Washington as every other State. And it is a dangerous experiment. I would suggest great delay and deliberation before you undertake so great an expenditure, the stopping of which will have no end. We have had some experiments in that in Washington, and we are looking forward now to large expenditures, and if we are going to add roads and if you are going to run automobiles through them and promote the cost of them, as you will, increasing, of course, the intercourse between all the people, creating a benefit which I do not minimize, nevertheless I say to you that if you can reach that benefit without opening the National Treasury I think it will be the wiser and more statesmanlike course."

THE TIME, THE PLACE AND THE EVENT



December 30—71st Infantry Armory, 33d street and Fourth avenue, New York City, 71st Infantry A. A. bicycle race and athletic games.

December 31, Brooklyn, N. Y.—Annual New Year's Eve midnight scorch from Bedford Rest to Coney Island and return.

December 31, Brooklyn, N. Y.—Annual mid-night bicycle run, Bedford Rest to Valley Stream, L. I., under the auspices of the Eastern Division, C. R. C. A.

December 31, Brooklyn, N. Y.—Annual New Year's Eve. mid-night scorch from Bedford Rest to Coney Island and return, under the auspices of the Empire City Wheelmen.

January 1, Buffalo, N. Y.—65th Infantry A. A., Arsenal, bicycle races and athletic games.

January 1, Tampa, Fla.—Tampa Motordrome Racing Association Motorcycle meet at Tampa Bay half mile dirt track.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 10, New York City—Motorcycle Dealers' Association of Greater New York, first annual dinner to motorcycle trade, at Hotel Earlington, W. Twenty-seventh street., 8 P. M.

January 10, New York City — Hotel Astor, 2 P. M., meeting of Executive Committees of the Cycle Jobbers' Association and Joint Committee of Cycle Jobbers' and Cycle Parts and Accessories Association.

January 10, New York City—Hotel Earlington; dinner tendered to motorcycle, bicycle and accessory manufacturers by Motorcycle Dealers' Association of Greater New York and the United Cyclists. Tickets, $2 each, may be secured from H. A. Gliesman, 782 Eighth avenue, New York.

January 11, Hotel Astor, New York City —Meeting of the Motorcycle Manufacturers' Association.

January 11, New York City — Hotel Astor, 2 P. M., joint meeting of Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association and Cycle Jobbers' Association.

January 13, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue and 42d street.

January 13-27, Philadelphia—Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

February 3-10, Chicago, Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory.

Four Month's Motorcycling in Europe

By WILLIAM STREIFF

Part III

After overstaying the 30 days allowed in Germany by our passports, we finally headed for Switzerland. Presenting a letter from the N. S. U. factory, accounting for our delay, we had no difficulty in passing the customs, and soon were on Swiss soil. Our first night in the Alps country was spent at Basil, where the N. S. U. agent took us automobile riding and brought us to the Basil Motorcycle Club, where a meeting was in progress, and introduced us to the members. Gasoline was being discussed, and we learned that in Switzerland the fluid is designated by its full gravity test, for example, 680 or 700, instead of 68 or 70, as Americans call it. It costs twice as much there as in this country, and the quality is no better.

Next day, on the road to Zurich, we had rain, and ran into some gumbo mud that had the Iowa and Missouri brands beaten to a frazzle for its clinging propensities. It took an hour to cover a 10-mile stretch. Approaching the city we struck loose patches of gravel, thrown on worn spots, and left to be trampled down by traffic. It may save work for the road gang, but it's fierce on the nerves and tires of motorcyclists and their machines.

Although we had been told that the Swiss speed laws were very strict, and the limits low, we rode as fast as we pleased in the open country without molestation, although we did travel slow in the cities. On the road to Zurich we passed many carts laden with new wine, one of the chief industries of the district being wine making.

Finding California Friends in Switzerland.

Upon arriving in Zurich we looked up friends whom I had known in California, and had returned to their native land. Boarding a trolley, the system being operated, successfully, by the city, we climbed to the surrounding heights, from whence a magnificent view was obtained, with the snow capped mountains in the distance. Hearing rifle volleys, and inquiring the cause, we learned that the militia were indulging in regular Sunday practice. Returning to the city we visited the old section and saw much of interest in the quaint buildings and narrow streets.

Coming to the union railroad station we looked it over, and learned that 500 trains arrived and departed from it daily. We decided to take a short sidetrip to Schwanden, 62 miles, and as the roads were muddy after recent rains, we went by train. We noted that steel ties were used, indicating that Swiss railroad builders are keeping abreast of the times. The train equipment was somewhat superior to that of Germany, but not to be compared with America, which has the finest trains in the world. However, our fares were only 50 cents each, which certainly is cheap railroad traveling.

Taking Swiss "20th Century Limited."

For miles the railroad bordered Lake Zurich, and the panorama unfolded to view with the mountains on one side and the hills dotted with houses on the other, was most beautiful. At its widest part the lake is but a few miles across. After looking over Schwanden to our heart's content, we boarded what we were told was a "fast" train bound for Zurich. It stopped at every excuse for a civilized community, and only required three hours and twenty minutes for 62 miles.

On the following day we decided to strike out for Lucerne, 34 miles away. We made it in an hour and a half over good roads. Lucerne is one of the famous resort cities of Europe, where the elite and near-elite who can afford it go, and every other building is a hotel, or so designated at any rate, even though it may not live up to the name. While here we visited the glacier park, and the lion monument, a massive lion carved from solid rock. It is a memorial to the Swiss troops who were lost in the French Revolution.



IN THE LOWER SWISS ALPS

Leaving Lucerne behind we continued to Brunnen, where we took aboard gasoline at 40 cents a gallon. From Brunnen we rode along the shore of Lake Lucerne over a road cut from solid rock, and passed through several tunnels in the rock. One of them, called the Auxen Strasse, had two large open windows, from which a superb view of the lake was obtained, with its deep blue reflected in the mountains until all above and below seemed to be of that hue.

In the cities and towns in this district many children hurrying home with large loaves of bread were noticed. Upon inquiry we learned that a loaf weighed five pounds and cost 1 franc, or 20 cents. A loaf was big enough to feed an average family for a week. The coinage system of Switzerland is similar to that of France, so we had to try and forget our German marks and pfennig for francs and centimes.

We were surprised how often we were taken for Americans in Switzerland, as in Germany and other countries we usually were assumed to be every nationality from Danish to Italian. The Swiss seem to be better posted on the nationalities of their visitors. After leaving Amsteg, 46 miles from Zurich, we began to climb, and in a mile and a quarter went up 1,697 feet. This was altituding some, but more was to come, and when we reached Goeschenen, where we stopped for the night, we were 3,605 feet above sea level. The scenery was grand, with snow-capped mountains looming high above the fog on all sides and glistening in the sunlight. It was a sight long to be remembered.

Through the St. Gothard Tunnel.

Crossing and recrossing the road on the mountain-side, the train, with its two locomotives, reminded me of the "doubles" in the Rocky Mountains of America. Goeschenen is the Swiss terminal of the famous St. Gothard tunnel, which pierces the mountains, but both ends are in Swiss territory. It is seven miles long and is double tracked, and required eight years to build. We were told that there were two feet of snow in the St. Gothard pass and that we could not ride through it, so we decided to take the train.

It cost us 30 cents to ship the machine through the tunnel, and our fare was 40 cents each. Before going aboard we



GREAT AXENSTRASSE ON VIERWALDSTATERSEE, SWITZERLAND

drained our tanks and also took the usual precaution to stow a pint bottle of gasoline in our clothes. When we reached the other end of the tunnel we immediately thought that we were in Italy, for we came into the midst of Italians, who people that section very thickly, although it is Swiss soil. At Airolo we began to descend from our lofty heights somewhat, and at Biasco, where we spent the night, we had dropped 1,500 feet, but not all at once, mind you. It was a glorious descent, but we had to watch the road closely, as the turns were sharp and dangerous, with the river hundreds of feet below, roaring and tumbling over its rocky bed. Sure death down there.

Carrying Gasoline "On the Hip."

On the way to Milan next day we passed another famous resort, Lugano, on the shores of the lake of the same name. We had another hard climb before us at Monticeneri, where we crossed the foothills of the Italian Alps at an altitude of 1,200 feet. Here we did some climbing, all right. I made it by dismounting a few times and using the low gear promiscuously, but Esler had no two-speed and finally stalled. While resting by the roadside a chauffeur came along alone in a car and asked Esler if he wanted a tow. He didn't have to be asked twice, for he was pretty warm from his strenuous efforts to keep his machine going, so the chauffeur produced a pair of straps, coupled them, hitched them to Esler's machine and started to haul away. Up he went, bounding over rocks and ruts, through sand and around curves, and several times he came near taking a header over the bars.

When the Tow Line Broke.

Once the straps parted and the car got quite a ways ahead before Esler's Good Samaritan discovered that he had lost his load. Then he returned for it and finally reached the top without losing it again. I was waiting for them, and after Esler had rested we began our descent. Much to our surprise it was very easy and gradual, there being no sharp drop, as we naturally had expected after the steep climb on the other side. Passing through many small villages, whose narrow streets were crowded with people and carts, we reached the Italian frontier early in the afternoon.

We experienced no trouble in passing the Swiss customs, and after having our tryptiques stamped, we walked over and presented them to the Italian officials with some trepidation, for before leaving London the Royal Automobile Club authorities had told us that we might have difficulty in getting into Italy. At the border we met an Italian just back from America who spoke English, and that helped us considerably in getting through. All it cost to have our papers filled out was a dime, and the soldiers did not even ask to look through our luggage. The only thing they did ask for was cigars, and we had none, being abstainers from the weed. We now were in Sunny Italy.

True Tale of the Motorcycle and Colt.

Because he returned a motorcycle which he traded for a colt, to its former owner express collect, on the ground that it was not as represented, and because the other party to the bargain quite naturally refused to receive the machine bearing storage and carrying charges, Len Lacy, an Indiana farmer, not only will have to abide by his "swap" but also has something like $400 in court costs to liquidate. Lacy "swapped" a colt for a motorcycle with Frank Snotgrass, but soon became dissatisfied with his gasoline "nag" and tagging it with Snotgrass's name and address forwarded it to him. Snotgrass found that the machine was sent C. O. D. and refused to take it, so Lacy sued him for the return of the colt. When the circuit court heard the case it desided that the manner in which Lacy returned the motorcycle did not constitute a proper return of the property, and instructed the jury to find for the defendant. This they did after half a day's quibbling, and in addition to taxing Lacy with the costs, he also has a much damaged motorcycle on his hands.

Racing the fire aparatus to fires is the delight of Galveston, (Tex.), motorcyclists. However, the fire marshal says the practice must stop, as it is very annoying to the firemen—pestiferous, don't you know.



A VILLAGE BEAUTY OF SOUTHERN GERMANY



ROMANTIC LAKE LUGANO, IN SWITZERLAND

EN ROUTE TO THE SOUTHLAND

Historic Richmond, Virginia's Capital, Presents Attraction the Touring Motorcyclist Will Appreciate.

No other American city of equal size has so many monuments and historical features of interest to the tourist as has Richmond, Virginia. Entering Richmond from the peninsula as many do after taking the boat from New York, Baltimore or Washington, the motorcycling or cycling tourist will come up from Newport News (ferry from Norfolk) through Williamsburg, New Kent and Seven Pines to the National Cemetery, close to the eastern city limits, and the route may be noted in the lower right hand corner of the map that is printed on this page.

Using the map as a general guide (though the points of interest are too numerous to be shown in a single drawing of that size) the tourist should at all events see Monument avenue, which is an extension of West Franklin street beyond Lombardy street. Here are located the many statutes of heroes of the Revolutionary and Civil War. In Hollywood Cemetery are the graves of two presidents of the United States, James Monroe and John Tyler, and also the graves of Jefferson Davis and Fitzhugh Lee.

There are two points of particular interest just north of Broad street near Capitol Park—the home of Chief Justice Marshall and the Confederate "White House." The latter is now a museum and well worth a visit.

The map shown is one of those compiled by the Touring Bureau of the American Automobile Association, of which Robert Bruce, the well-known road book compiler, is the manager. The bureau is issuing a large map of Virginia, and in connection with same will include maps similar to this of prominent Virginia cities. The large map may be obtained by addressing the A. A. A. Touring Bureau, 437 Fifth avenue, New York City, and enclosing 25 cents to help cover cost of production.

Eliminate Politics from Roads Building.

In discussing the subject of road construction, the Motorcycle News for October, which is a bright little monthly paper published by the Hendee Manufacturing Co., of Springfield, Mass., in the interest of its products, takes the position of an insurgent in everything relating to good roads. Editor Hapgood says that too much "politics" enters in to the matter of road buildilng, and that the ideal road will never become an actuality until political favoritism is eliminated from construction work. He further says:

"When good roads become in any way a matter of politics they very soon become bad roads. The contracts are let to political favorites, and any sort of a useless politician that has a 'pull' is appointed as inspector. The results are easily imagined, and are more frequently seen than they should be.

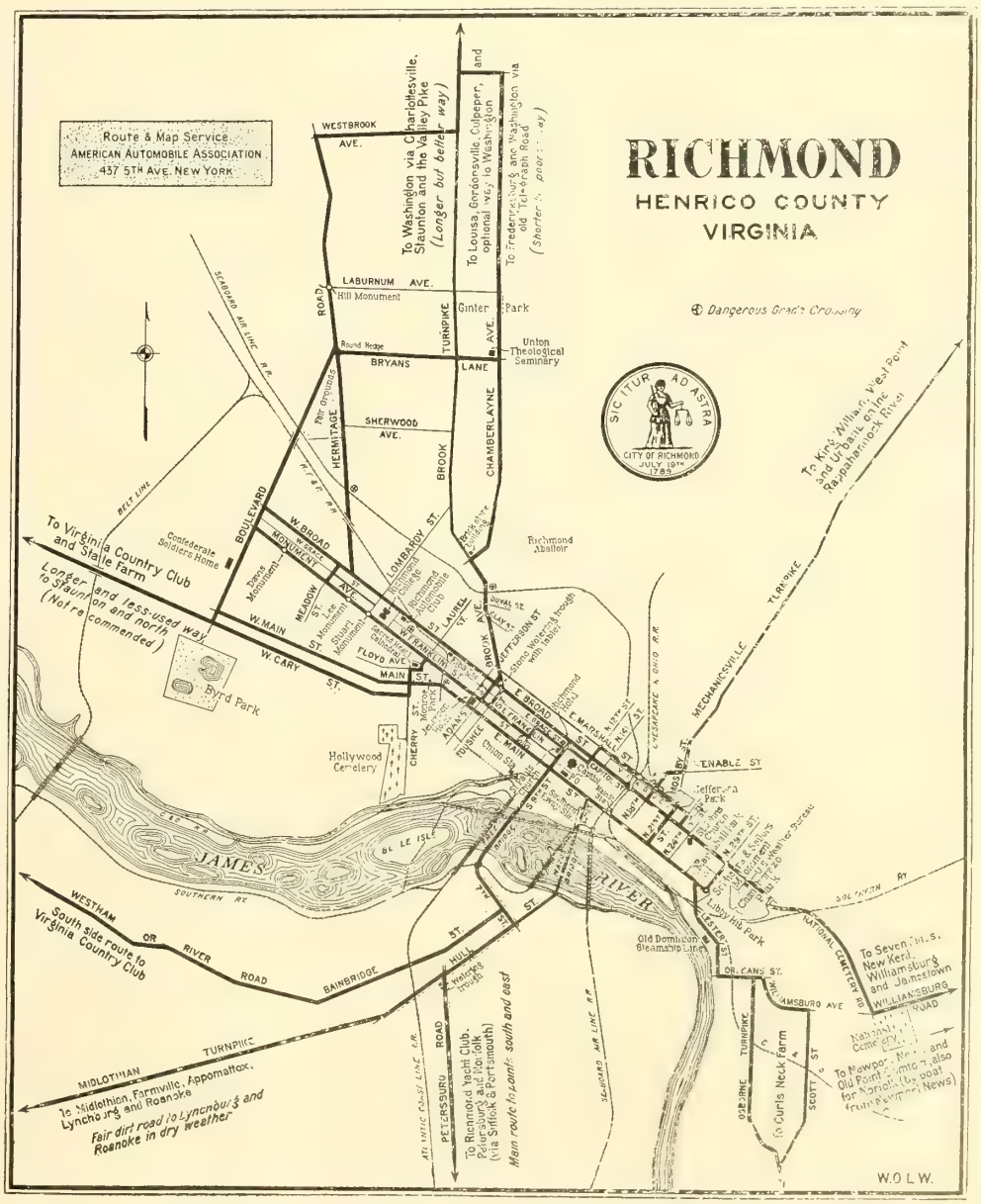
"We never will have good roads until they are built as they should be, and then maintained. The best port of a good road is not on the surface, but in the deep and solid foundation that will hold up the traffic and resist the weather; and these can only be built by honest work and the aid of a proper outfit.

"On considerable of the road work done recently it is noticed that the steam rollers used are of diminutive size, weighing not over a couple of tons, and an opportunity offering, inquiry was made of a foreman of a large contracting firm that formerly engaged extensively in road work. His explanation was that there was 'not enough in it' for the big concerns, and the work had fallen into the hands of smaller people who could not afford the proper apparatus, and were making a bluff with the little rollers just to satisfy the public idea of road making. His own concern, when in the business, used fifteen-ton rollers, which were heavy enough to lay down a foundation that would last for years, whereas the toys so frequently seen were hardly able to put on a surface that would last more than a month.

"Do not take it for granted that because road work is going on that it is good work, but use every effort to secure publicity on the job, and compel proper construction and proper methods."

Uses Motorcycle on Business Trips.

Edwin Smith, secretary of the Crowley County Abstract Co., Ordway, Colo., took a business trip to La Junta, 25 miles away, on a motorcycle last week. Shortly after starting back Smith saw a storm overtaking him, and giving the machine "its head" beat the storm to his home, making the run in an hour and 25 minutes over ordinary country roads. It is apparent that the busy secretary fully appreciates and benefits by the motorcycle's business utility.



CONNECTICUT'S LAW ANALYZED

After January 1 Nutmeg State Motorists Will Have Good and Plenty to Think Of

What Connecticut motorcyclists and dealers, and tourists from other States as well, who want to use the roads of the "land of steady habits" next year will be up against under the motorcycle provisions of the new automobile law which becomes effective January 1, next, is made plain by a dealer who has been looking into the matter. His investigations disclose that not only will it cost more to motorcycle in Connecticut next year, but the restrictions governing this privilege are more onerous.

Analyzing the important sections of the motorcycle statutes, the investigator says:

"The cost of registration has been raised from $1 to $2 while the cost of an operator's license remains at $2. A motorcycle dealer can take out a "dealer's" license, which permits him to register all machines belonging to him for $10. The Secretary of State will furnish six sets of number plates with dealers' registration. Is not this fee rather steep when it is considered that a garage owner can register all the automobiles which he owns for the sum of $20 and is furnished five sets of markers, despite the fact that the value of the cars is from ten to twenty times that of the motorcycles, the room required to store them is ten times as great, and the damage they do to the roads is 100 per cent. above that inflicted by motorcycles. The average cost of registering an automobile is $20, and the garage owner can register all his cars for the same amount, but the motorcycle dealer must pay five times the cost of an individual motorcycle registration on all machines belonging to him.

"All motorcycles shall carry horizontally on front and rear, and so fastened as not to swing, a number plate which shall be furnished by the Secretary of State. The expressage on these plates will cost the consignee from 25 to 40 cents. These plates will be quite large because each digit thereof shall be 2½ inches high and not less than 2 inches wide. A motorcycle license number will be preceded by the letters "CO" as, for example, CO34 and CO2345. Therefore, where numbers run above 1,000 the license plate will be about 3¼ inches by 14 inches in dimension.

"In the matter of lights the usual white light in front is required and also a rear light showing red to following traffic and also embodying a white light illuminating the rear number plate. No motorcycle shall be operated at any time with its muffler open."

From the foregoing it is apparent that motorcyclists will be "tagged" good and plenty in Connecticut next year, and in addition to paying more for registration will have to defray the express charges on number plates, and add tail lamps to their equipment. As the Secretary of State has no power to change the law, the only redress is an appeal to the General Assembly at its next convocation.

Motorcyclists Hope Jersey Will Do It.

Special efforts will be put forth by New Jersey automobilists this winter to secure an amendment to the State motor vehicle law granting reciprocity to tourists from other States who have complied with the motor regulations of their home commonwealths. Last winter a reciprocity bill was defeated by one vote in the Legislature. If the much desired relief is secured motorcyclists will benefit largely.

How Modern Dick Turpin Plys Trade.

Highwaymen, who keep posted on new inventions better than the average person thinks for, have adopted the motorcycle as a valuable aid to the successful pursuit of their profession. John J. Gebhard, of Detroit, Mich., reported to the police the other day that a highwayman on a motorcycle had held him up and decreased his capitalization $15 worth and made a clean getaway after the financial operation. The holdup occurred but a short block from a police station, and after picking his quarry the motor road agent pulled up to the curb, left his machine standing there, poked a gun at his victim, plucked him, jumped on his motor and was off, after warning Gebhard not to shout on pain of being punctured. The disciple of Dick Turpin has not been registered at police headquarters yet.

Midwinter Motorcycling Popular in Canada.

Toronto, Ont., Dec. 18.—Since this city acquired its new street lighting system recently, "night riding" of the safe and sane variety has been very popular with local motorcyclists. In fact, the town is almost as light as New York's Broadway at night, and the only reason for carrying lamps is the ordinance requiring them. Unprecedented warm weather has inveigled scores of riders out for evening spins this month, the mildness of the season being in sharp contrast to the raw Decembers of previous years. It's like borrowing time on next season's account, but it is quite probable that the weather man soon will refuse loans.



THE LAST BIG 1912 ANNOUNCEMENT THE

SCHICKEL

VALVELESS TWO-STROKE

MOTORCYCLE

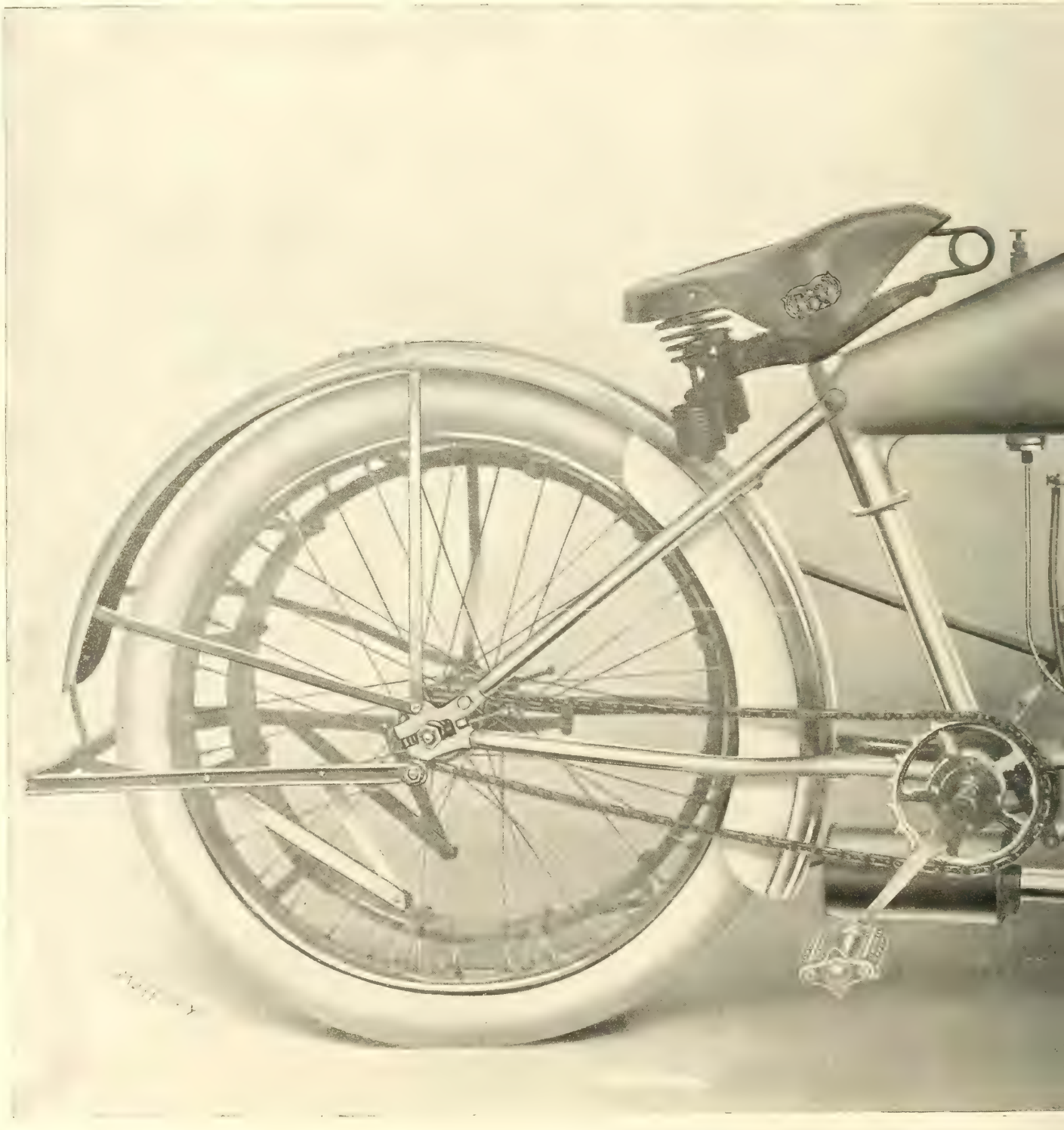
THE SIMPLEST, CLEANEST AND BEST LOOKING MOTORCYCLE BUILT TODAY

WISE DEALERS ARE SPEAKING QUICKLY

WRITE TODAY

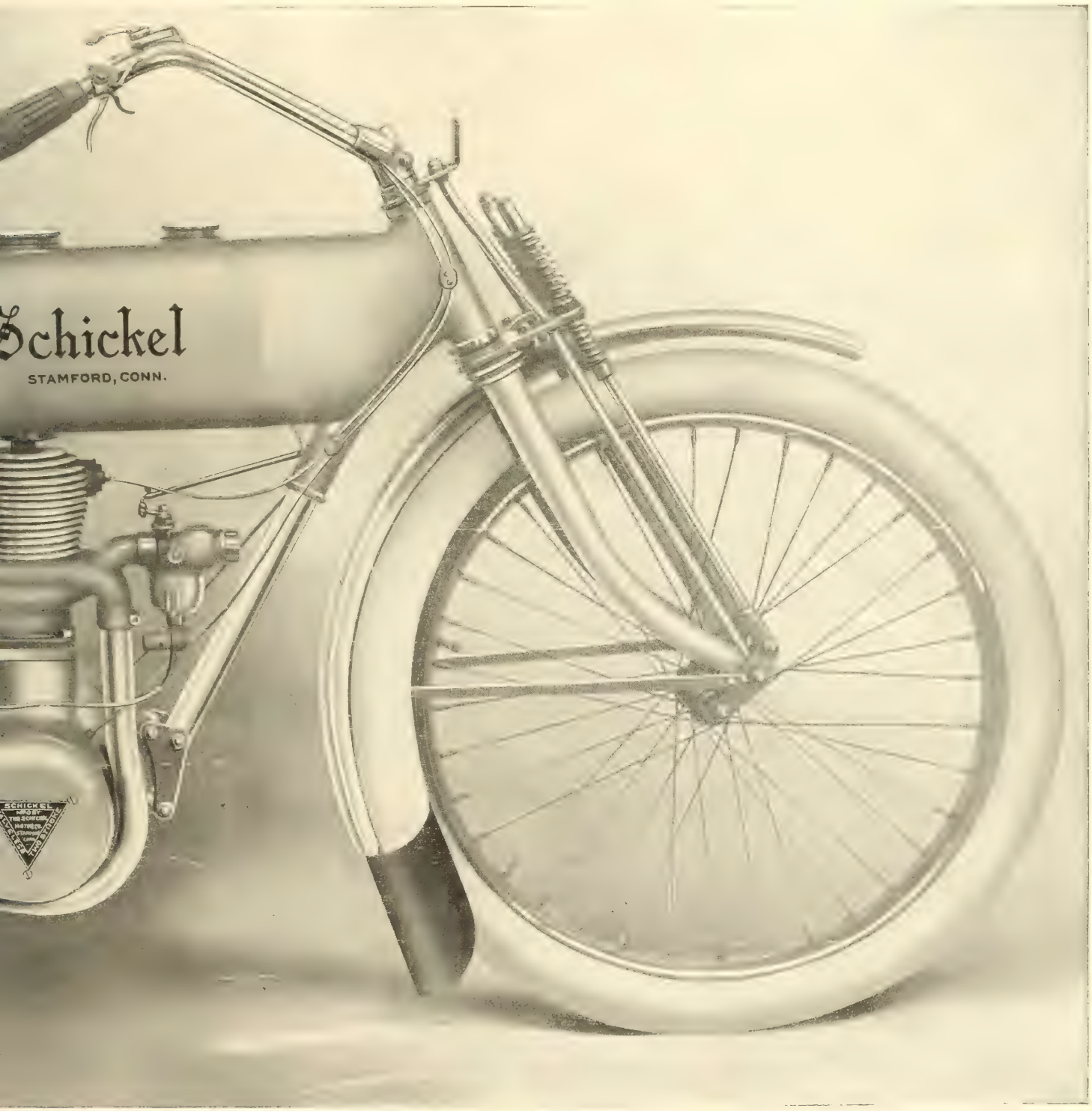
THE SCHICKEL MOTOR COMPANY

63 GARDEN STREET STAMFORD, CONN.



QUALITY CERTAINI

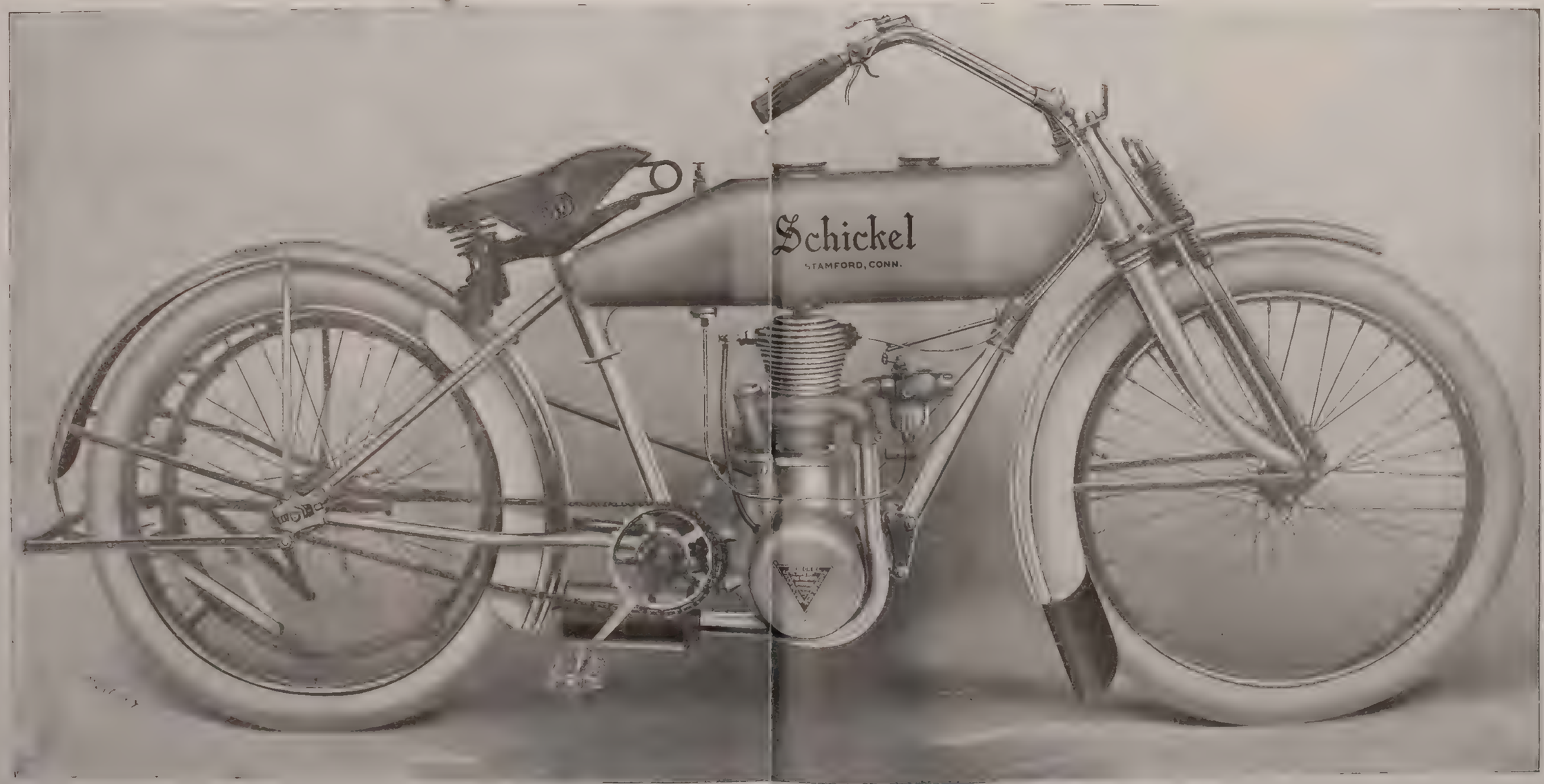
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SPEAKS FOR ITSELF

63 GARDEN ST., STAMFORD, CONN.

(OVER)



QUALITY CERTAINLY SPEAKS FOR ITSELF

THE SCHICKEL MOTOR COMPANY

63 GARDEN ST., STAMFORD, CONN.

COVER

Schickel Valveless Two-Stroke Motorcycle

EXCLUSIVE FEATURES

Clean burning, valveless, two-stroke motor, having only three moving parts, and making absolutely no mechanical noise. The largest imported annular ball-bearing used in motorcycle construction. Flywheel, crank shaft and crank pin made from a single piece drop forging and given a running balance. Single piece crank case with covers at both ends. Magneto fully enclosed in waterproof, dustproof and oilproof case, and mounted so that the field can be rocked to change timing, giving maximum spark at all times, easily accessible and removable.

Schickel oiling system effected by mixing the oil with the gasoline. This is the only absolutely perfect oiling system in use. It cannot fail if the oil is put into the tank, and has no parts except an oil measure which is incorporated in the filling cap.

Schickel unit frame tank construction giving strongest and neatest frame.

Schickel tension spring fork — the safest fork ever put on a motorcycle.

SPECIFICATIONS

5 H. P. all ball-bearing, Valveless, Two-Stroke Motor, 3⅜ in. bore, 3⅜ in. stroke; 57 in. wheel base; 28 in. x 2¾ in. tires; low saddle position; Flanged mud guards; Imported high tension magneto; twist grip controlled free engine and throttle; spark advance lever and compression release lever on handlebar; 3 gallon tank capacity; large filler cap; built in metal tool box.

PRICE, $225.00 WRITE TODAY

THE SCHICKEL MOTOR COMPANY

63 GARDEN STREET STAMFORD, CONN.

CLARK AND FOGLER ARE THE WINNERS

Spectacular Ride on Last Day of Six-Day Race at Madison Square Garden—Lap Gained Places Them in Lead Before Contest Ends—Kramer and Moran Head Second Division.

THE FINAL SCORE.

Fogler-Clark	2718.9
Kramer-Moran	2718.8
DeMara-Lawrence	2718.8
Halstead-Drobach	2718.8
Cameron-Magin	2718.8
Pye-Collins	2718.8
Lorenz-Saldow	2718.8
Hill-Bedell	2718.7
Brocco-Georget	2718.2
Lapize-Von Houwaert	2718.1

When "Jackie" Clark unwound a sprint at two o'clock on the morning of Saturday, December 16, the big crowd of all-nighters gasped for breath. He shot out like a rocket, tore around the track like a streak of lightning, was ably relieved by his partner, "Joe" Fogler, and in turn took the pace again, caught Kramer and the rest of the field, and the Nineteenth Annual Six-Day International Bicycle Race was won.

Madison Square Garden at that hour was packed with over 10,000 cycle sport loving fans who lingered late in hope that something would happen—and it did. It was the prettiest piece of bicycle riding seen in many a day, and stamped Clark as the greatest six-day rider in the world.

The gain of the lap by Clark and Fogler made it practically certain that they would win, and left six teams tied for second place, a condition that prevailed until the close of the race at five minutes to ten o'clock, Saturday night. At that time all the remaining teams were called off the track, and Kramer, Lorenz, Lawrence, Pye, Drobach and Magin, who represented their teams, lined up for the final sprint of one mile, to settle the tie, as provided by the rules.

By a special agreement between the riders and the officials the concluding mile of ten laps was to be run over again in case of accident to machine or fall inside of eight laps from the starting gun. On the sixth lap Magin's tire punctured and as soon as the scorers located him riding off the track they gave the bell for a restart. Through some misunderstanding the rest of the field mistook the bell for the finishing lap and rode another lap for a finish, Kramer just nosing Lorenz out for first place.

A re-run of the mile was ordered and Lorenz and Kramer refused to do so, pleading that the bell was for the finishing lap. The referee insisted that the mile be run over, Kramer finally agreeing to ride under protest. Lorenz, who is a German, did not seem to comprehend the value of compliance and refused to ride. For this he was set down to seventh position—at the tail end of the tied field for second place, the race having been officially ended when the balance of the teams were called from the track.

In the runover Pye jumped to the front and carried the field at a rapid clip until the eighth lap, when Kramer, as he entered the homestretch, plunged straight to the lead. A mighty shout shook the Garden, and Pye, in making the turn, nearly went over the bank, putting him out of the running. Kramer clung tenaciously to the lead and finished ahead of Lawrence, who just nosed Drobach out of the following position. Magin finished strong in the next place, Pye followed down the line, and the Six-Day Race of 1911 was over.

Score at End of 120 Hours.

Fogler-Clark	2326.7
Lorenz-Saldow	2326.7
Halstead-Drobach	2326.7
Kramer-Moran	2326.7
Pye-Collins	2326.7
DeMara-Lawrence	2326.7
Cameron-Magin	2326.7
L. Georget-Brocco	2326.3
Lapize-Van Houwaert	2326.1

Fifth Day, Friday, December 15.

There was not much doing in the way of excitement at the Garden in the early morning hours. About daylight there was a series of punctures that almost brought the race to a standstill, and there was some lively work by the officials to keep the contestants going. A couple of bad spots in the track made the trouble and several wire nails worked their points to the surface. When these were fixed all went smoothly again.

Misfortune overtook the Galvin-Wiley combination shortly after midnight. Wiley was baked, and Galvin, while willing to continue, seemed to be pretty tired. They retired at half past twelve.

Early in the morning—5:41—Stein announced that he was "all in" and he withdrew. His partner, Thomas, was in good shape, but he could not persuade Stein to continue.

At noon a rule devised by the board of referees went into effect allowing 15 laps as a maximum time for a rider meeting with puncture, or accident to wheel, to be off the track. He was required to secure a new mount or be relieved by his partner within the 15 laps, or all lost laps would be scored against the team. The rule worked well, and though a critical record was kept until the five lap rule went into effect on Saturday afternoon, not a single violation was noted

The riders were again flirting with the record from the 97th to the 99th hour, and again in the 102d and 104th hour topped the previous best figures. Again they beat the record in the 119th, 120th, 121st and 122d hour, but that told the story. There was no more record breaking. Summary of the day by hours:

Hours.	Team.	Miles.
97	Moran-Kramer	*1891.0
98	Saldow-Lorenz	*1907.4
99	Pye-Collins	*1924.1
100	Kramer-Moran	1937.7
101	Clark-Fogler	1959.9
102	Fogler-Clark	*1979.0
103	Saldow-Lorenz	1995.7
104	Collins-Pye	*2015.2
105	Pye-Collins	2029.2
106	Pye-Collins	2045.5
107	Palmer-Wells	2062.2
108	Collins-Pye	2082.2
109	Drobach-Halstead	2102.3
110	Wells-Palmer	2121.2
111	Lorenz-Saldow	2139.7
112	Fogler-Clark	2162.2
113	Pye-Collins	2182.4
114	Fogler-Clark	2203.6
115	Kramer-Moran	2221.8
116	Drobach-Halstead	2240.9
117	Fogler-Clark	2262.6
118	Magin-Cameron	2284.8
119	Collins-Pye	*2304.8
120	Fogler-Clark	*2326.7

* Record.

Sixth Day—Saturday, December 16.

Interest in the closing day of the race centered in the gaining of the lap by Fogler and Clark at two o'clock in the morning. After that it was a fight for retaining the tie of six teams for second place, for there was certainly no chance for any team to get on even terms with the leading pair. The hard riding at two o'clock put the Palmer-Wells team out of the running, Palmer's legs giving way under him.

At one time it looked as though the Collins-Pye camp wanted to stir up things, but a fall put an end to that, and the Hill-Bedell team was the only one which seemed to be in earnest after that. A gain of a lap would have placed the team in the second division. Hill seemed to have steam enough, but Bedell couldn't hold the pace on his reliefs and the plan was abandoned. The spurts resulted in a further loss of laps by Georget and Brocco and Lapize and Van Houwaert.

All the European teams lasted right up to the finish—a good record. The score by hours for the concluding 24 follows:

Hours.	Team.	Miles.
121	Fogler-Clark	*2345.5
122	Fogler-Clark	*2365.8
123	Fogler-Clark	2378.3
124	Fogler-Clark	2390.7
125	Fogler-Clark	2405.1
126	Fogler-Clark	2423.1
127	Fogler-Clark	2442.5
128	Fogler-Clark	2460.7
129	Fogler-Clark	2477.8
130	Fogler-Clark	2492.8
131	Fogler-Clark	2506.5
132	Fogler-Clark	2519.9
133	Fogler-Clark	2538.4
134	Fogler-Clark	2560.3
135	Fogler-Clark	2582.3
136	Fogler-Clark	2605.4
137	Fogler-Clark	2626.0
138	Fogler-Clark	2645.0

139	Fogler-Clark	2662.8
140	Fogler-Clark	2682.7
141	Fogler-Clark	2701.3
142	Fogler-Clark	2718.9

Record.

The record for 142 hours is 2737.1, made by Macfarland-Moran in the race of 1908.

The Score Classified by Miles.

Special interest attaches to performances of the riders when measured by distances instead of hours. A few of the first miles were timed and thereafter every 50 miles announcements were made as to the riders' standing. In the following list the 50 mile figures are not included after 1,000 miles is reached:

Distance, Miles.	Team.	Time.
1	Pye-Collins	2:34
2	Pye-Collins	5:01⅗
3	Pye-Collins	7:27⅘
4	Pye-Collins	9:42⅗
5	Pye-Collins	12:02
50	Root-Hill	2:05:00
100	Brocco-Georget	4:11:00
150	Van Houwaert-Lapize	6:24:00
200	Clark-Fogler	8:44:00
250	Lorenz-Saldow	11:09:00
300	Lorenz-Saldow	13:30:00
350	Stein-Thomas	15:52:00
400	Moran-Kramer	18:17:00
100	Moran-Kramer	18:17:00
450	Saldow-Lorenz	20:44:00
500	Root-Hill	23:11:00
550	Thomas-Stein	25:45:00
600	Brocco-Georget	28:25:00
650	Kramer-Moran	*31:04:00
700	Brocco-Georget	*33:48:00
750	Saldow-Lorenz	*36:20:00
800	Pye-Collins	*38:51:00
850	Brocco-Georget	*41:27:00
900	Root-Hill	*44:02:00
950	Brocco-Georget	*46:30:00
1000	Brocco-Georget	*48:59:00
1100	Hill-Root	54:50:00
1200	Pye-Collins	60:24:00
1300	Pye-Collins	65:45:00
1400	Clark-Fogler	70:15:00
1500	Clark-Fogler	75:24:00
1600	Lawrence-DeMara	81:55:00
1700	Clark-Fogler	87:15:00
1800	Collins-Pye	92:17:00
1900	Moran-Kramer	*97:34:00
2000	Saldow-Lorenz	*103:15:00
2100	Pye-Collins	108:52:00
2200	Fogler-Clark	113:57:00
2300	Fogler-Clark	*118:47:00
2400	Fogler-Clark	124:45:00
2500	Fogler-Clark	130:37:00
2600	Fogler-Clark	135:46:00
2700	Fogler-Clark	140:56:00

* Record.

More Side Lights on the "Grind."

That the race, in itself quite the best and most evenly matched contest of the sort ever held, proved the magnet that drew not only the largest and most remunerative attendance of any in the historic old Garden, but it also was more than ordinarily replete with interesting incidents, and in a manner served as a "gathering of the clans," there being noted "among those present," many of the old guard, those who have been in and of the sport since its earliest days and who, by their continued presence, in many instances serving long, arduous hours as officials, gave ample evidence of their loyalty to the game.

Prominent among those at the trackside was Alfred Reeves, now general sales-manager of the United States Motors Company, and for years identified with cycling and kindred sports; his interest in the "six-day" is attested by the fact that he has attended every race. He also was a referee in 1904, when the famous "strike" occurred.

Daniel M. Adee, president of the National Cycling Association, and now after years of service, retiring president of the Century Road Association, could be seen at almost any time during the week in the officials' stand, to all appearances as young and enthusiastic in spirit as ever.

Veterans dominated in the numerous responsible official capacities with a sprinkling of younger faces here and there in the line. On the board of referees was noted "Jack" Donovan, referee of the Revere Beach track and a sporting writer on the Boston Globe. Paul Thomas was there, he that is president-elect of the Century Road Club Association, and has been in the harness since the days of Shock and Ashinger of high wheel fame. The youngest on the bench of arbitrators is Walter A. Bardgett, who graduated from the ranks after a successful career of over twelve years and established such an enviable reputation during the past season, his first as referee, at the Newark Velodrome.

Along the line, as judges or timers, were noted C. B. "Lal" Ruch, president of the New England Wheelmen; Emil Greenbaum and Dr. A. C. Griffin, C. R. C. A.; R. A. Van Dyke, secretary, N. C. A.; and A. H. Seeley, Century Road Club of America. As clerks of the course, Fred Hoeckley, Harry Gliesman and F. O. Emmons many times had their sterling abilities taxed to the limit.

Not less interesting were the personalities and incidents observed at the trackside and in the riders camps. Heroes of other races were to be seen at any time chatting with the riders on relief, exchanging reminiscences, offering advice, congratulations and indulging in friendly joshing of former fellow competitors in speed merchandising.

One of these who caused no small stir of interest among the riders and spectators alike, especially the older ones, was Major Taylor, the colored sprinter who first came into prominence in a Garden six-day race and afterwards achieved world fame for his wonderful "jump."

Kramer, owing to his lack of willingness to respond to the demands of the audience to "go out for a lap, Frank," early and often received his share of "panning," as did likewise his partner, Moran, who was not the Moran of old, full of gingery sprints and jumps. On the other hand, Brocco, of the French-Italian team, Georget-Brocco, was the idol of the crowd, furnishing it endless amusement in his response to the calls of his name, the pronouncing of which is easy and affords many resounding variations in the Garden.

NEW HOME FOR THE "SIX-DAY"

Manager Powers Signs Contract For Specified Dates in New Arena For Ten Years to Come.

Although Madison Square Garden will disappear from the map early in 1912, provisions have been made for running the annual Six-Day Bicycle Race in another and larger building which will be constructed during the coming year in Lexington avenue, New York City, between 47th and 48th streets. The new structure, which will be probably called the Arena, will be far more imposing and roomier than the Garden, according to the plans submitted, and will have a seating capacity of 12,272.

The principal arena will be 252 feet long and 112 feet wide, inside measurement, and 405 by 200 feet outside measurement. There will be 101 boxes with a seating capacity of 3,342, while the arena itself (when used as an infield for the track) will accommodate over 4,400. The seating capacity of the first balcony will be 2,567, while that of the second balcony will be 1,954. In height the ceiling will be 91 feet from the floor.

Inside the outer wall there will be a second wall of fireproof construction, between which 26 fire escapes will be placed, each so arranged that spectators on each floor will have their own exits.

The Merchants' and Manufacturers' Exchange, a corporation of wealthy men, is financing the enterprise, and it is stated that the new structure will be in readiness for the annual Horse Show in November next. As this function always precedes the six-day race, the latter will be the second great feature held in the new structure.

Manager P. T. Powers, of the six-day race, has signed a contract with the owners for a period of five years, and has an option for the five years following, and has already specified the dates he desires. Thus New York is assured that the great annual cycling event will be continued for some time to come.

Rutt and Stol Win German Six-Day.

Frankfort, Germany, Dec. 20.—Walter Rutt and Johann Stol, German and Holland riders, respectively, won the six-day race which ended to-night in this city, with a mileage of 2,119 to their credit. The French team, Miquel and Combes finished second, while the German-American team, Stabe and Walthour, was third. Rutt and Stol captured the six-day race that was run in Berlin last March, covering 2,118 miles. Both riders are well-known in this country, having won the Madison Square Garden six-day race of 1907. They have also ridden as a team at all the Garden races since that time with the exception of the one just held.

RIDERS GET THEIR MONEY

Percentage Proportion of Receipts Paid For Bonuses Reduces Amount For Actual Prize Winners.

To all but those teams that were forced out by accident or otherwise in last week's six-day race at Madison Square Garden, the result was not as satisfactory financially as in other years, when the riders competed for a stipulated list of cash prizes. This year the division was on the percentage plan, the riders taking a chance with the management. Although the total receipts were larger than those of last year, the leaders received less prize money.

This was not because there was less money to divide, but because the method of division was such that it deprived the leaders of what they expected the percentage scheme would bring them. According to their own arrangement the riders agreed to divide their money between all of the teams. That meant that the thirty men who started shared in the receipts. More money was divided this year than in 1910.

The total amount taken in for the seven days amounted to $65,900. Of this the riders received 30 per cent. of $60,000 and 35 per cent. of the other $5,000, which amounted to $19,900.

This amount was divided on a percentage basis between the teams, the winners receiving 28 per cent. of it. From this amount the bonus allowed each man was deducted with the result that their actual prize money was much less than in former years.

Jackie Clark and Joe Fogler, who won the race, received only $900 besides their bonuses, whereas last year the winning prize was $1,600.

When the riders were paid off on Monday at Manager Powers' office in the Flatiron building, it was difficult at first to make them understand the situation in regard to the prizes, when the lump sum appeared so large. All agreed, however, that the books of the management were correct and that the tickets and cash tallied to the cent.

The highest bonus paid to any rider was $300 a day, or $1,800 for the week, to Kramer. Jackie Clark came next in line, wtih a bonus of $200 a day, or $1,200 for the week. Fogler and Root were not far from the $1,000 figure, and the Germans, Lorenz and Saldow, received $750 each, or $125 a day. Every rider entering the race received a bonus, varying according to the abilities of the men, and the entire sum exceeded $16,000.

Many Cyclists Off For Foreign Shores.

Floyd A. Macfarland, who is acting as booking manager for Fogler, Hill, Root, and Elmer Collins the American champion pace-follower, sails to-day, with the men mentioned on the "Philadelphia," for a European three months' trip. The men will ride in the coming Berlin midwinter six-day race, and it is possible Macfarland himself will be an entrant. If satisfactory proposals are made to Collins by foreign promoters, it is possible he may remain abroad next summer following pace. Mrs. Collins will accompany her husband abroad.

Jackie Clarke, who at first contemplated accompanying the Macfarland party to Europe, has decided to visit the native heath, Australia, and see his mother. He will sail with Mrs. Clarke and Trainer Morris Gordon from Vancouver, December 27, by steamer "Nakura" for Sydney, where he will participate in a six-day race to be run there, and later will follow the big sprint race meetings of the Australian circuit. He will return to this country before the opening of the summer season at Salt Lake City.

George Wiley, who was Collins' chief competitor at paced racing the past two seasons, also sails on the "Philadelphia," in company with Frank Galvin. They will ride as a team in the Berlin six-day race, and return home in the spring.

Alfred Halstead and Peter Drobach will sail for England in a few days and will engage in races in that country and France before going to Berlin for the six-day event there. Halstead, who is of English parentage, although born in Sacramento, Cal., expects to be married during the stay in England. Drobach will act as his best man.

Lorenz and Saldow also sailed for home this week and will ride in Berlin's six-day grind. The French riders Leon Georget, Brocco, Lapize and the Belgian, Van Houwaert sailed for "that dear Paris" on Thursday.

BERLIN'S 25-HOUR RACE

Exciting Sport on Wheels at Winter Velodrome—Stellbrink and Miquel Winners Over Crack Field.

Some interesting and able long-distance material in Europe must have escaped the wachful eye which it is said is ever on the lookout for possible candidates for the big New York Six-Day Race, as witness the winning of the 25-hour race at the Berlin, Germany, Winter Velodrome, December 2-3, by the team of Stellbrink-Miquel, both being well known to followers of the sport, when they showed the way to the entire field with two laps margin just as a clincher.

The winning team, and that of Hoffman and Sonntag, proved to be the "bear cats" of the race, and in all probability a much closer finish would have obtained but for an unfortunate accident in the 22d hour as the result of which Hoffman sustained a broken collar-bone and withdrew.

At the time of the accident, the Stellbrink-Miquel and Hoffman-Sonntag teams were tied with a lap lead on the field; this advantage being the result of a big "jam" started in the 18th lap of the 20th hour in which Shilling, Stol's partner, was one of the first to be lapped. Stol made a gallant effort to recover the lost ground.

In the 24th hour the leaders succeeded in placing themselves another lap to the good and further demoralized the field of 16 teams so that at the finish there was but one tie to be run off, that for second position. Stol and Shilling do not figure in the final score, which is as follows: Stellbrink-Miquel, 438 miles 5 laps; Stabe-Pawke, 438 miles 3 laps; Finn-Ehlert, 438 miles 3 laps; Techmer-Tadewald 438 miles 2 laps; Schallwig-Von Natzmer, 437 miles 8 laps.



START OF 25-HOUR RACE AT BERLIN WINTER VELODROME

Latest F.A.M and Club News.



ESTABROOK'S WEEKLY REPORT

Winter Season Shows No Diminution in Progress of F. A. M. Organization Work—New Clubs Numerous.

Bangor, Me., Dec. 18—There now are 210 affiliated F. A. M. clubs, three more having been booked since the filing of the last report. They are No. 208, Lorain (O.) Motorcycle Club, 30 members, 100 per cent.; No. 209, Cloud County Motorcycle Club, Concordia, Kan., 16 men; No. 210, Sidney (O.) Motorcycle Club, 17 men, 100 per cent.

Twenty new members were taken into the Lorain (O.) Motorcycle Club at its second meeting on December 12, bringing the total membership to 30. It was decided to hold a 100 or 150 mile reliability run Christmas Day, and plans for the future were discussed. During the winter membership recruiting will be carried on vigorously and when the riding season opens the contest slate will be filled with bookings in short order. Officers chosen are as follows: President, George Williams; vice-president, Edward Clotz; secretary, Clifford B. Tunte; treasurer, Harry Johns; directors, John Kienzle, Edward Clotz; captain, Dr. A. M. Webster; first lieutenant, Robert Parker.

After being without a motorcycle club for some time, good old Philadelphia has attained that distinction again. In selecting its name the founders showed due reverence for tradition and christened it the Quaker City Motorcycle Club. It will hold out at 1032 Girard avenue, and the glad hand will be extended to F. A. M. members and tourists generally. To be a live wire in local motorcycle affairs is the avowed purpose of the club, and the resurrection of racing at Point Breeze is among the possibilities. The officers are: President, R. Bauerle; vice-president, Harry Gerlack; recording secretary, Wm. A. Stark; financial secretary, A. Peters; treasurer, John O. Kelker; captain, John Daniels; first lieutenant, Julius Elker; second lieutenant, Charles Deacon. Stark is a veteran rider, ex-F. A. M. State commissioner, and has a reputation for "doing things."

Although Sioux City, Ia., is reputed to have several club organizers on the job, nothing has materialized as yet. New hope has sprung up, however, with the appearance on the field of action of W. H. Knight, a local dealer. He has applied for F. A. M. shop registration, which is regarded as a forerunner of better things to come.

John B. Quinn, Fall River, Mass., a dealer, also has applied for F. A. M. registered shop honors, and is stirring up sentiment favorable to an F. A. M. club. When it is hatched he will offer it quarters in his spacious garage.

Sleepy Eye, Minn., is going to live down its Morphian title in so far as motorcycles are concerned. McMaster Bros., who sell motorcycles to the wideawakes of that burg, have registered their shop and are planting F. A. M. club seed which will sprout soon. Two other dealers are located in Sleepy Eye, and as the town absorbs about 40 machines annually, by all reckoning it should be able to support a live club. A meeting is to be called by the "live ones" and steps will be taken to complete a club's organization.

There is a well advanced movement on foot in the District of Columbia to form a motorcycle club to succeed to the name, but not the reputation, of the defunct National Capital Motorcycle Club. It will be an entirely new organization and not a rehash of its predecessor. Immediate F. A. M. affiliation is one of the planks in the platform.

Burke C. Cook, Warsaw, Ind., a dealer, is plugging for a local F. A. M. club. His shop now is registered. Cook has an imitator in the person of Walter Holmberg, Duluth, Minn. Holmberg is a dealer and has made application for shop registration. This will be followed by a 100 per cent. F. A. M. club now "in the works."

Burlingame, Kan., riders are disposed to organize a club, but there are not enough to secure F. A. M. affiliation as yet, according to C. A. Basset.

F.A.M. Press Agent as a "Moneyloguist."

Although best known as the editor of the F.A.M. weekly publicity sheet which is sent to the daily press, Guernsey Van Riper, of Indianapolis, Ind., also finds time to break into print on his own hook occasionally. He has some very humorous and entertaining verse entitled "A Moneylogue" in the Saturday Evening Post of December 16. It deals wih the cost of high living on a higher and higher income.

MOTORDROMES A-PLENTY COMING

Kreamer, et al., Plan Tracks for Coney Island—Newark Meadows Track a Certainty—Cleveland in Line.

Although things look pretty quiet on the surface, there is a lot of work going on silently in the New York City motordrome situation. George I. Kreamer, who is one of those interested in erecting a board track, has secured an option on a plot large enough for a five lap circular track, in the heart of Coney Island, and also has interested capital in the project. However, inasmuch as both the track resolutions proposed by President Hamilton and Chairman Thornley of the F. A. M., provide for nothing smaller than four lap tracks, Kreamer is awaiting events, and plans to lay his case before the board of directors at their January meeting in New York City. He states that he is willing to erect the track on the provision that he will guarantee to demonstrate to the F. A. M. officials that it is safe for big motors, before asking for sanction, and if he fails to convince them that he will be willing to accept sanction for smaller motors. Kreamer plans to run meets every night. He states that five lap tracks are perfectly safe for the experienced stars, and while the second raters might find them harder to ride, it would serve to eliminate the little fry and afford high class racing by the big fellows.

Now it it a race between Coney Island and Sheepshead Bay to see which will have its motordrome first. Jersey of course, also is in the running, but has been lagging somewhat, and now is making strenuous efforts to close the gap. Possibilities of the Sheepshead Bay race track being converted into a motordrome loomed up with the announcement that a New York syndicate has taken a $3,000,000 option on the property. If the deal goes through it is said to be one of the plans under consideration to construct a two-mile automobile race track. The tract comprises 430 acres, and is ample for a big motordrome.

Motordrome on Newark Meadows Certain.

Work on the big brick motordrome which is scheduled to be erected on the

meadows near Newark, N. J., is set to commence February 1, according to the announcement of the promoters of the project. The track will be egg-shaped, with the speed path 60 feet wide, and paved with vitrified brick. Seating accommodations for 100,000 persons are planned. Although intended primarily as an automobile speedway, similar to that at Indianapolis, it is quite possible that motorcycle races will be staged occasionally. Situated near the Manhattan transfer station of the Pennsylvania and Hudson and Manhattan tubes, the track will be quite convenient of access from New York City by train, and also by road, and also is within easy riding distance of Philadelphia and Jersey points.

Quarter Mile Track Planned for Cleveland.

Rumor has it that Luna Park, Cleveland, Ohio, will be the site of a new motorcycle track next season. It is proposed to make this track four laps to the mile, and have it oblong in form, so that it can be used for bicycle racing in case the promoters desire to include this class of sport, the straight stretches making it possible to start bicycle or motor paced races from a standing start. Manager Bramley, of Luna Park, is interested in the plan, and with him will be associated "Dare-Devil" Schreyer, so well known as the man who cycles down an inclined plane and dives into a tank of water—a thrilling spectacle. Walter DeMara, the well-known racing cyclist, at the present time has an option on the Cleveland franchise for cycle racing, and it is possible that a combination of interests may be effected. If not, the Luna Park people are next in line for the National Cycling Association franchise should DeMara decide not to build, as an option on a franchise cannot be sold or transferred.

Dealers Play Politics in Club Caucus.

Toronto, Ont., Dec. 8.—Officers for 1912 were nominated by the Toronto Motorcycle Club at its regular meeting on December 6 as follows: Fred Johnson, president; W. G. Self, vice-president; Tom Anderson, secretary; executive board, Messrs. Simmer and McMulkin; entertainment committee, R. N. Case, chairman, Charles Neilson, H. J. Stillaway; racing committee, Dan Davis, Don Sutherlan, Herbert Marshall, Alex McClean, Jack Scott, Percy McBride, C. F. Burke, W. Stoner, W. Andrews, Phil Young, Frankland and Hodgson. Several of the candidates were re-nominated for the chairs which they already occupy, and the ticket largely was made up by acclamation. The presidential nominee, who was chosen unanimously, is one of the newest recruits in the club.

While an effort was made to keep racing men and dealers off the ticket, in order to suppress possible trade friction in the administration of affairs, it developed that prominent members had held a secret caucus the night previous, and framed up the slate which went through. There was some criticism of these high-handed proceedings, the legality being questioned, but as the nominees are popular, no serious opposition to them was raised. The election will occur January 3, 1912.

Several of the club members are planning to see the old year out and the new one in, with a midnight ride on December 31, if the weather is favorable. Until a few days ago, the riders have had ideal motorcycling weather in this vicinity, and have been working their 1911 licenses overtime for they soon will be passe. The sport in this city is growing steadily in popularity.

Uticans to Have Club Headquarters.

Utica, N. Y., Dec. 19.—At a special meeting of the Utica Motorcycle Club, held last week it was unanimously decided to secure permanent rooms as club headquarters. The organization has an option now on several good places in the heart of the business district upon one of which the club's executive committee will decide in in a short time. The rooms will be attractively decorated and comfortably furnished, and the first regular meeting in January will be held there. At that time there will be special attractions befitting the opening of the new quarters.

A number of entertainments have been decided upon to take place during the winter months. Already there are four bowling teams and plans have been made for a snowshoe trip to Oneida Lake later in the season.

The Utica Motorcycle Club extends a cordial invitation to all tourists to stop off at Utica and make themselves acquainted with its motorcycle riders, and looks forward in pleasant anticipation to greeting those passing through their city this coming season, assuring them of the hospitality of the city and club. The club also has a very handsome pennant which it would like to exchange for the pennants of other clubs throughout the country.

SCHACK HEADS MOTORCYCLE CLUB

First Manufacturer to be Honored With Such Office—Annual Banquet Well Attended and Bright Oratory Flows.

B. M. C., among other things, stands for Buffalo (N. Y.) Motorcycle Club, but when the time for electing a new president rolled around on December 15, the enterprising campaign managers of William G. Schack had a happy thought and accordingly issued some literature worded as follows: "B. M. C. Bill's My Choice for President." The slogan was a winning one, as also was the choice, and so it happened that the regular ticket, with President William G. Schack at the head, swept into office on high gear. The other officers chosen were as follows: Vice-president, Philip Goetzman; recording secretary George Goetzman; financial secretary, M. D. MacDonald; treasurer, Howard H. Ganson; directors, O. H. Peters, R. H. Paddach, C. H. Andrews, J. L. Kellner, O. L. Neal, E. P. Seeber; captain, W. W. Cloudsley; lieutenant, George Tiefts. The election followed the club's second annual banquet at the Hotel Edelucia, covers being laid for 60. President-elect Schack acted as master of ceremonies, and responses were made by J. M. Sayles, mayor's secretary, who will be remembered for his breezy and scintillating speech of welcome to the F. A. M. delegates last July, at the annual meet held in that city; J. M. Henry, and A. H. Sullivan, of Chicago. William G. Schack is president of the Emblem Mfg. Co., Angola, N. Y., maker of Emblem motorcycles and bicycles, and is a veteran of bicycle days and a self-made man, who has attained his present position by hard work. During the period between 1889-1894 he was a leading bicycle dealer in Buffalo, and also prominent as a racing man.



XMAS GREETINGS FROM THE CAMBRIDGE (WIS.) MOTORCYCLE CLUB

WOLTERS CONTINUES TO WIN

Exciting Contests Please Spectators on California Circle—Seymour and Walker Also Score.

Oakland, Cal., Dec. 19.—Playing goat against an aeroplane a week ago did not take the speed edge off "Joe" Wolters at the motorcycle races at the Elmhurst motordrome yesterday, for he took first money in two of the three pro. events. Ray Seymour bagged the other, but Wolters was not "among those present." Despite the antics of aviators dropping "bombs" amid militia, an dthe latter shooting "blanks" at the airmen, the motorcycle portion of the program furnished the real thrills and galvanized the spectators to frantic demonstrations.

Wolters inaugurated his winning streak by defeating Armstrong and Albright easily in the first heat of the three mile event. Seymour duplicated the trick in the second heat at the same distance, Ward and T. M. Samuelson bringing up the rear. In the final, six miles to go, Wolters again lowered the colors of the field, consisting of Ward and Armstrong, who registered in that order. Seymour was in the running for five laps, when he lost a valve, and Ward then slid into second place by an unusual burst of speed. He trailed Wolters close and easily maintained the gap on Armstrong.

In the 10 mile free-for-all Ward again came to the front and for four laps pressed Wolters hard. On the next round he passed the Denver flier and held the lead for a lap, when Wolters wrested it from him, and Armstrong came up and passed him along to third place. Ward went into eclipse in the 16th lap with motor trouble. Although Albright had covered but 18 laps when the race finished, he was awarded third money. Armstrong put up a sizzling attack on Wolters toward the end, but the defense was just a bit better and Armstrong lost by less than a length.

After laying back until the last lap, Seymour unwound and won the two mile event in a sensational spurt that left him a wide margin over T. Samuelson and Albright. He used the same tactics in taking the second heat of the six mile race, giving a line on his style of riding for the moment, at least. Walker and Estudillo divided the pair of amateur events easily, taking safe leads in the openings and holding the mthroughout. Summary:

Six mile professional—First heat, three miles—Won by J. Wolters (Excelsior); second, E. Armstrong (Excelsior); third, J. Albright (Indian). Time, 2.07. Second heat, three miles—Won by Ray Seymour (Indian); second. A. Ward (Indian); third, T. M. Samuelson (Indian). Time, 2:18⅗. Final, six miles—Won by Wolters (Excelsior); second, Ward (Indian); third, Armstrong (Excelsior). Time, 4:12⅘.

Two mile professional—Won by Ray Seymour (Indian); second, T. M. Samuelson (Indian); third, J. Albright (Indian). Time, 1:40⅕.

Five mile amateur, stripped stock—Won by Walker (Indian); second, Lorenson (Indian); third, Kohl (Indian). Time, 4:02⅘.

Two mile amateur, fully equipped stock—Won by Estudillo (Indian); second, Norton (Indian); third, McVey (Indian). Time, 2:20.

Ten mile professional, free-for-all—Won by J. Wolters (Excelsior); second, E. Armstrong (Excelsior); third, J. Albright (Indian). Time, 7.05⅘.

Jerseyites Elevate Post to Presidency.

Newark, N. J., Dec. 18.—In recognition of his services to the club since its organization, George Post was elevated to the presidency of the New Jersey Motorcycle Club at the election of officers for the ensuing year, at the club rooms last night. Post, who is a charter member, has been largely responsible for the prominence it has attained, and relinquishes the treasurership for the executive chair. The rest of the ticket which went through was composed of the following: Vice-president, Carl Bush; recording secretary, H. Norman Havis; financial secretary, Peter Cunningham; treasurer, Elmer Crosby; captain, P. W. Stevens; first lieutenant, Holmes Wright; second lieutenant, Howard Hill. The officers will be installed January 2.

Captain Stevens has called a New Year's run to Dover and return, a 60 mile scamper. The boys will leave the club at 9 A. M. and take dinner at Dover. Tickets are out for the club's second annual ball on February 9. The place will be Oraton Hall, and the date falls on Friday.

College Men Form Motorcycle Club.

Columbus, O., Dec. 18.—College men at the Ohio State University in this city, who are ambitious to join some of the "frat" societies, hereafter may expect the interjection of the motorcycle in the stunts they will be called on to perform to secure admittance to sacred circles. Recently a meeting was called to get a line on the prospects for a motorcycle club, and 30 students responded. They entertained the proposition enthusiastically, and straightway perfected organization and elected officers as follows: A. A. Case, president; Harvey R. Kidney, vice-president; Robert C. Sherwood, secretary-treasurer. A committee was appointed to draft constitution and by-laws. Incidentally the club enjoys the distinction of being the first college motorcycle club in the State. It also proposes to fine members who are caught speeding, or running with open mufflers on the campus. When the riding season opens, tours to picturesque sections of the State will be in order.

MOTORCYCLE AND AEROPLANE MIX

Wolters Bumps Into Aviator at Oakland Track Without Spoiling His Winning Streak.

Oakland, Cal., Dec. 11—New dangers of motorcycle and aviation racing were emphasized at the Elmhurst Motordrome yesterday, when an aviator lost control of his machine and descended on the track dierctly in front of "Joe" Wolters while the latter was slowing after a race. Wolters did not see the machine until too late and then turned into the infield in an effort to escape a collision, but struck the rudder of the areoplane and was thrown violently. He was unconscious for some time.

Despite his mishap Wolters was the king bee of the meet, taking two firsts, including the feature 10 mile free-for-all. In this race Seymour, of the Indian camp, gave Wolters a hot chase for the money. Wolters assumed the lead at the getaway with Seymour hard on. Seymour forced himself in front at the beginning of the third mile, but his glory was short lived, for Wolters crowded on more speed and regained the lead within the lap, holding it to the finish, Seymour crossing the line a second later. W. Samuelson (Indian) was third. It was all Excelsior in the six mile event, the order of finish being Wolters, Armstrong, Balke.

Al. Ward scored on Balke and T. M. Samuelson in the three mile dash, the others checking, in the order named. Seymour collected first money in the two mile special, with Albright and W. Samuelson, on Indians, breezing along some seconds later.

New stars broke forth in the amateur events. Kohl won the five mile handicap, beating Lorenson and Walker. Walker tumbled after the finish but was unhurt. Summary:

Three mile professional—Won by Ward (Indian); second, Balke (Excelsior); third, T. M. Samuelson (Indian). Time, 2:14⅕.

Six mile professional—Won by J. Wolters (Excelsior); second, Earl Armstrong (Excelsior); third, C. Balke (Excelsior). Time, 4:11⅕.

Two mile professional, special—Won by Ray Seymour (Indian); second, J. Albright (Indian); third, W. Samuelson (Indian). Time, 1:30⅖.

Ten mile professional, free-for-all—Won by J. Wolters (Excelsior); second, Ray Seymour (Indian); third, W. Samuelson (Indian). Time, 7:02⅗.

Five mile amateur handicap, stripped stock class—Won by Kohl (Indian); second, Lorenson (Indian); third, Walker (Indian). Time, 4:09.

Two mile amateur, 30½ stock class, fully equipped—Won by Estudillo (Indian); second, McVey (Indian); third, Campi (Indian). Time, 2:17⅘.

DEALERS TO PROMOTE RACING

Toronto Tradesmen Believe They Should Conduct Race Meets as a Business Getter—Will Try It Out.

Toronto, Ont., Dec. 18.—Extending the co-operative plan, which already has been tried successfully in local newspaper advertising and marketing goods, the Toronto, (Ont.) Motorcycle Dealers Association proposes to promote racing on a trade scale and gamble on the advertising and business it may bring them. It has made a proposition to the Toronto Motorcycle Club that dealers be given full control of the club's racing affairs, and while this may appear as the limit of effrontery, the dealers support it with arguments to the effect that it would assure high-class racing, through uncovering the best machines and riders of all classes and makes. Nor is this all, for it is planned to promote meets throughout the province, in the nature of missionary work to create interest in the sport, and to import riders and machines where local talent of the required standard are lacking in sufficient numbers. Meets would be held at points where suitable dirt tracks were located. This proposition is directly opposed to the general opinion that dealers should have no part in conducting the competition affairs of a club, because of the opportunities for advancing the interests of a particular make. Further action on the plan will be taken by the dealer's association next month, and if the club declines to entertain the plan, the dealers indicate their intention of experimenting with the scheme on their own hook.

Toronto Crook Caught Without "License."

Toronto, Ont., Dec. 19.—True to the teachings of his trade, which is the acquiring of "something for nothing," when William Longmuir, a confirmed crook of this city, became desirous of tasting the joys of motorcycling, he entered the store of License Bros., agents for the Harley-Davidson, without a "license" and prepared to select to his liking. However, a watchful "bobby" who had been "shadowing" him, pounced on him, and although Longmuir attempted to escape, the "exhaust" from the officer's gun checked his flight. He was remanded when arraigned.

Tampa Motorcyclists Will Race New Years

Saucy racing motor exhausts will split the air at Tampa, Fla., on January 1, 1912, as a welcome to the New Year, and also in ushering in the first speed contest of the year under F. A. M. sanction. The Tampa Motordrome Racing Association will conduct the meet at Tampa Bay track, under half-mile course restrictions. The constant influx of Northern visitors is assurance of the great success of the meet.



MAKING SPEED ON ATLANTIC CITY'S BOARD WALK

New Use for Atlantic City Board Walk.

Thoughts of Atlantic City invariably cause a vision of its famous board walk to flicker across the brain film simultaneously. When the American Riviera attained the prestige and dignity of motorcycle cops, it didn't take long for them to find out that the big wooden road was an ideal motordrome, although of an unusual sort, and consequently the bluecoats have split the ocean breezes to smithereens as they ripped up and down the planks. Incidentally, it is a favorite testing ground with local speed merchants, and in the accompanying illustration, Frank Gravatt, local Flanders agent, is depicted testing out a new machine just uncrated and leaving a healthy imitation of Pittsburgh in his wake.

J. S. Tormey, of the Thor team, who filed the protest in the Lake district endurance run last September, is requested to make known his whereabouts to Chairman Thornley.

Celestial Merchant Becomes Motorcyclist.

Toronto, Ont., Dec. 18.—That motorcycling knows no race—no pun intended—is evidenced by the recent acquisition of an Excelsior twin by Harry Ling, a prominent and progressive Celestial merchant of Toronto, Ont., who enjoys the honor of being the first Mongolian of that city to take up the sport. Ling uses his machine for pleasure exclusively and has become quite proficient in handling it. He declares that as a source of enjoyable recreation motorcycling has fan tan, "hitting the pipe" and other well known Celestial amusements taking the dust. It is very amusing to hear Ling attempt to pronounce the name of his machine without "missing" a syllable, and his feelings are considerably wounded if laughter greets his earnest endeavor to master this seemingly difficult word. He is fast making friends among his brother riders ,and intends applying for admission to the Toronto Motorcycle Club in the near future.



KEEPING THE WIRES CLEAR WITH THE HARLEY-DAVIDSON

MANUFACTURERS' UNEQUALLED OPPORTUNITY

Purpose of Sending Olympic Bicycle Team Replete with Greatly Beneficial Prospects—All Connected with Industry Should Support Loyally, Liberally and Practically.

Subscriptions Pledged to the American Olympic Bicycle Race Fund.

B. A. Swenson, Providence, R. I.	$10.00
H. A. Gliesman, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
United Cyclists (Collection)	10.00
Eastern Division, Century Road Club Association	10.00
New Jersey Division, Century Road Club Association	5.00
R. F. Kelsey, N. Y. City	10.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New England Wheelmen, N. Y. City	20.00
St. Louis Cycling Club	50.00
Kenneth Mackenzie, Bayonne N. J.	2.00
Frederic E. Kleber, Bayonne, N. J.	1.00
Charles E. Jaeger, Bayonne, N. J.	2.00
The Standard Co., Torrington, Conn.	25.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
John Pipp, Yonkers, N. Y	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E. Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00

When it was announced in the columns of the Bicycling World and Motorcycling Review, October 14, that a bicycle road race was listed in the program of events for the Fifth Olympiad, to be held at Stockholm, Sweden, next July, and it was suggested that a fund be created for the purpose of providing the expenses of a team to represent the United States in that event, it was thought there would be quick and generous response. It seemed that the mere mention of so magnificent an opportunity for the display of the much-talked-of spirit of patriotism and love of sport would bring forth an outpouring of inquiries and a very considerable list of immediate subscriptions. That practically no results of the sort were returned is amazing—it is incomprehensible.

That the thousands who are within reach of the Bicycling World's voice, who are vitally interested in bicycles as manufacturers, dealers, club officials or riders, should accord so worthy an object so little substantial support is inexplicable; unless it be along the lines that they consider that there is yet ample time to carry out their good intentions later. Nothing could more greatly jeopardize the ultimate success of the project, when the fact is borne in mind that it is not the date of the games that marks the closing of the subscription list, but that it is absolutely necessary to know not later than January whether a bicycle team will be sent. The General Olympic Committee must have the definite information so as to complete transportation and hotel arrangements. The assurance of the fund is also necessary to those who have so promptly, and since proved efficiently, taken up the preparatory work of the team, which includes the running of trial races and elimination finals for the hundreds of riders throughout the country who are willing and anxious to take up at once the long, arduous system of training necessary to prepare for a road race of 200 miles. The expense of carrying on a long-drawn-out subscription campaign also would tend to re-action which is apparent with a moment's consideration.

Considered as a Publicity Medium.

To the manufacturer of bicycles and practically all fitments, the proposition offers one of the most productive, and, compared to other publicity mediums, extraordinarily inexpensive channels for increasing the scope of the business that has arisen in years, if not in the entire history of the industry. Already through the efforts of the officers and press committee of the United Cyclists, there has been submitted and published in the leading dailies of cities and towns of all sizes throughout the entire country more matter relative to the Olympic bicycle race, and this purely of the announcement character, than has been the case with cycling since the so-called "palmy" days when every item submitted concerning the sport was most carefully scrutinized and accordingly "blue-penciled" on any appearance of the press agent's art.

Is Bound to Stimulate Business.

Aside from the publicity that will accrue from the news on the preliminary and elimination races to be held in various sections and the resultant accounts of the sending of the team, together with whatever is done in the international race—all legitimate sporting news, is the immense impetus that is bound to be given the business in every line, and wherever bicycles are ridden from the time that it can be definitely stated that a team will be provided for and sent, when the active training will immediately start, until long after the team will have returned, let us hope, and there is every reason, so far as ability is concerned, to expect with victory in the bicycle race, and the title of World's athletic champions for the American team.

Dealers everywhere also should support the movement substantially for just the same reasons as those which apply to the manufacturer. Almost instant results can be realized by dealers if the race and the prospects of any local riders of ability to make the team, at which all will have an equal chance, is explained to customers, and an effort made to have the local papers publish matter concerning the greatest bicycle race in the world. Information and press notices will be furnished willingly on application to the bicycle editor of the Bicycling World.

Clubs and riders will find, as is already the case in several localities where the cause has been taken up, a most prolific and interesting medium, in arousing enthusiasm in one of the most enjoyable of sports. Club press committees also should apply for and endeavor to have published the press notices mentioned.

For the glory of the country—for the proving to the world that American cyclists are among the world's best, with the most loyal supporters—and for a more extended and yet extending bicycle business let each give according to his means, be he manufacturer, dealer, or rider, large or small, let each contribute his share towards the success of what, if consummated, will mark an epoch in cycling annals. Subscriptions or checks may be mailed to R. F. Kelsey, Treasurer, American Olympic Bicycle Race Committee, Room 914 Tribune Building, New York City.

Cash Box Flling Up in Jersey City.

Charles Hansen, 81 Montgomery street, Jersey City, N. J., has started a cash box in circulation, asking all his good friends to help the cause along. He writes: "At the present time my box is half full, and as soon as it is filled up I will bring it over to one of the meetings and present it to the committee."

Olympic Cycle Race Regulations.

Rules governing the 200-mile road race around Lake Malar, the great cycling event of the Fifth Olympiad, at Stockholm, Sweden, next July, have been received by the American Olympic Committee. The race is under control of the Olympic sub-committee on cycling appointed by the Svenska Velocipedforbundet (Swedish Cyclists' Union), and will conform to the rules for the Championships of the World, adopted in June, 1907, by the Union Cycliste Internationale, of which body the National Cycling Association is a charter member.

Start will be made from Liljeholmsbron in Stockholm on Sunday, July 7th, at 2 A. M. (the night between Saturday and Sunday), and all competitors must be present at the roll call not later than 1 A. M. No competitor may leave the starting place without special permission.

Before starting, each competitor will have to undergo a medical examination by the doctors officially appointed by the Swedish Olympic Committee.

The order of starting will be decided by lot.

The competitors will start singly at intervals of three minutes.

The competitors, both at start and finish, may be assisted only by persons (so-called attendants) authorized by the Committee.

Each competitor shall wear, both on back and front, the number assigned to him by lot.

Pacing is strictly forbidden during the competition, and no person will be allowed to accompany any competitor. Refreshments must be given only by persons on foot.

Any competitor who has manifestly been paced or has intentionally interfered with the progress of another competitor, or has not passed the control stations, will be disqualified. Moreover, any offence against these rules involves disqualification.

While riding, the competitors shall keep to the left and, by duly sounding their bell in good time, warn anybody approaching.

At the control stations, all of which must be passed, there will be official controllers wearing blue and yellow arm-badges. The stations are: Sodertelje, Laggesta, Strengnas; Eskilstuna, Kungsor, Koping, Kolback, Vesteras, Enkoping, Balsta, and Jerfva.

At these control stations, refreshments will be provided gratis to competitors, as well as necessary help for cleaning and repairing of machines; also any information required will be given.

At some of these control stations, the competitors will have to prove their identity by their signatures.

In case a competitor retires from the competition, he must immediately give notice to that effect to the nearest control station, and take away his number. If a competitor makes a stop, he must re-start from the same place where the stop was made.

On arrival at the finish, which is in the Stadium, one lap of the track shall be ridden around to the right. The time will be taken immediately before beginning of the said lap.

Only competitors, officials concerned, and attendants will be allowed in the arena of the Stadium.

Reserve machines, if so desired, can be left at the control stations; in such a case, the machines must be delivered to the Committee at least four days before the competition.

Something About Inlet Valves.

Because they are directly in the path of the cool incoming gas, inlet valves do not become as hot as exhaust valves, and therefore expand less. On this account the clearance between inlet valve stems and tappets or rocker arms should be less than in the case of exhaust valves. Equal clearance for both valves is equivalent to decreasing the power, for a smaller charge will be taken in.

"FEAST OF FRIENDSHIP" SUCCESSFUL

Motorcycle Dealers and Cyclists of Metropolis Eat Fraternal Dinner—Much Enthusiasm Manifested.

On the evening of Tuesday, December 19, the Motorcycle Dealers' Association of Greater New York tendered a most successful dinner, at the "Parisian," Eighth avenue and Fifty-fourth street, New York, to the officers of the United Cyclists, the winners and officials of the Thanksgiving Day bicycle handicap, and the American Olympic Bicycle Race Committee. After a short meeting of the committee and the dealers, about 40 sat down to the "Feast of Friendship," as the invitations called it, and so it truly proved to be, for there never was shown a more truly friendly spirit and a greater desire by all to co-operate on all that was for the best interest of the sport than those who gathered around this festive board. After the "inner man" had been plentifully supplied and the cigars passed, President H. A. Gliesman, of the Motorcycle Dealers' Association, in a few able remarks, welcomed those present and stated the objects of the dinner, which were manifold.

It was truly a great occasion. When the motorcycle and bicycle dealers, representatives of the manufacturers, and the motorcycle and bicycle riders get together in an affair of this kind in the "Big Village," it means that work is beginning to start in New York, and that big things are going to be accomplished with the united efforts of those present or represented. The truth that is proven that everything that is started in New York will surely repeat itself, with the result that large results will follow in all parts of the country, and before long cycling will see a great revival.

Great enthusiasm was aroused pending discussion by the various speakers, of the campaign of the American Olympic Bicycle Race Committee of the United Cyclists, which expects to send a team of 12 men to represent America in the bicycle road race of the Olympic Games at Stockholm, Sweden, next July. Every speaker endorsed the movement, and J. B. Webb, representative of the United States Tire Co., stated that he believed it was a great project and he knew that the company he represented would make a substantial contribution to the fund.

President J. A. Hall, of the United Cyclists, explained the objects of that organization and the work of the American Olympic Bicycle Race Committee, and stated that the main and great idea of both was to "boost" cycling, both motorcycling and bicycling, in all parts of the country, beginning the work at first in New York. Will R. (Happy Days) Pitman followed with a few most interesting remarks, interspersed with a touch of cycling history. Counselor Mark Eisner, of the Motorcycle Dealers' Association, eloquently described the great work that the association and its president, H. A. Gliesman, had already accomplished. Other speakers included A. E. Bolles, J. T. Shaw, H. J. Dibblee, Franklin Fisher, W. R. Stroud, A. Scaisson and E. C. Kicherer. Although the hour was late—or rather "early"—before half of the speakers had been heard from, the same enthusiastic interest was shown to the last, and it seems evident that a new era in cycling history has been started.

In talking with the hospital surgeons this week, Frank Hart, of New York, the national amateur champion, who is laid up with a broken leg, learned that it had been fractured in five places. The breaks are knitting, and Hart is progressing toward recovery very nicely. His leg will not be short, nor will he be lame permanently.



BREAKING A PATH FOR TESTERS AT HARLEY-DAVIDSON FACTORY

Opportunity for Side Cars in America Outlined

By THOMAS CRABTREE

Evidence is found on all sides of the approach of the motorcycle industry to a condition approximating standardization in broad outline. The power of both singles and twins of a large majority of makes is found to vary less than five per cent. from the average of the total. Wheelbases vary less than two inches from the average; frame-heights have settled around 20 inches. Tank location, wheel size, ignition, control and many such details of a wide diversity of design five years ago have steadily verged toward what well may be called a universal specification. Of course when one ventures into detail the trend and individuality of each designer again asserts itself and there is found sufficient variation to guarantee a constant search for perfection along the line of improvement and refinement.

Some fear has been expressed that a condition of staleness eventually will be reached, but this possibility is proven more than improbable if the evidence of far older industries is taken into account. Sewing machines, approaching as an industry the 75-year mark, all sew and look alike 40 feet away, yet bristle with distinctiveness upon inspection. It is the same with typewriters, with pistols, and with agricultural implements, where constant improvement is the order of the day. In fact, in all these fields, staffs of inventors constantly are employed in search of that never-to-be found finality, perfection. Considering many large industries individually, nevertheless, it is found that they have gone forward in steps; the bicycle, as an instance, had its "bone shaker" days, followed by the high wheel, then the safety, and finally the application of the pneumatic tire and coaster brake. Prior to the beginning of each of these epochs there was a general recognition of the need of new life or inspiration through the trade, and there is no doubt but that the great improvements enumerated were essential to its life, and thus also to the birth, later, of the motorcycle.

This brings up the question as to whether we soon are not to see a decided step taken in motorcycling. In my opinion, we are, and I believe we are now at the threshhold of the sidecar era Of all European countries blessed with good roads, France alone is backward in the development of this most workable of fields, which condition is due to the fact that there they still stick to little motors of 250 c. c. to 350 c. c. In England the demand for sidecars was light, while motor powers were light, but with the approach of the standard of power to 500 c. c., or the "four horse" prevailing here now, and with the twins doubling that, the sidecar industry went ahead by leaps and bounds, and to-day nearly every English motorcycle maker catalogues a sidecar. Inquiry abroad develops the point that in selecting such cars, as in tires, saddles and other fitments, riders prefer exercising their own judgment, and not being held to a stock design of car produced by a motorcycle maker. Hence the motorcycle maker is able to supply his machine with practically any sidecar when so desired.

In studying this subject from the American side, I am impressed with the belief that, on the commercial side, its benefits will fall where they most are needed—in the hands of the retail dealers. It is an open secret that many agents of pedal machines have gone over to motorcycles and learned to their great sorrow that there was not sufficient trade in motors in their respective communities to support one or more exclusive motorcycle establishments. Others, in larger cities, while doing a nice business, claim the need of a greater volume of sales in proportion to their expense, and in both these classes the sidecar can put



A GOOD ROADWAY INCREASES THE DELIGHTS OF SIDECAR MOTORCYCLING

The Big Orders We Turned Down

We have been approached several times recently by large Mail Order Houses, with propositions to furnish them with motorcycles. The quality they demanded made even the low price attractive.

We could have built machines such as they wished—along the lines of the Harley-Davidson only of cheaper materials—and made money. No particular road tests, double inspection, etc., needed, but we turned their overtures down flat.

Now, Mr. Dealer, this brings up the question of the business policy of the house you will represent, a question which is of most vital interest to you.

Do these manufacturers consider that the sale of machines to you ends their responsibility, or do they, like the Harley-Davidson Motor Co., assist their dealers to sales by extensive advertising?

Will these manufacturers merely take the business you may get for them or will they boost motorcycling, and the advantages of their make, thus making more and easier sales for you?

Have they taken a flat-footed stand against the mail order proposition, or have they shown in their business relations in the past a decided leaning that way?

Are they leaving you all alone to fight the World of competition with only one selling argument—Price—or does their machine combine with an unusual quality every advantage which an enlightened public would ask for?

These, Mr. Dealer, are questions you should ask and have answered. They will have a decided bearing on your motorcycle future.

The Harley-Davidson Motor Company is ready and willing to answer these or any other question you may wish to ask.

Harley-Davidson Motor Company

164 C Street **Milwaukee, Wisconsin**

the situation on a satisfactory basis. The introduction of the sidecar will require no such uphill work as that preceding the popularizing of the motorcycle. The riders of to-day know their machines, and are, as a rule, notoriously independent of the agent.

My sidecar, which is of Majestic make, can be attached in two or three minutes, and detached in half the time. On a four-horse single it will show with 125-pound passenger, 30 to 35 miles per hour, and uses but little more "gas" once well under way. Reasonable grades can be taken at good speed, and traffic negotiated almost as with a single. A double century is not a big or tiresome undertaking on the proper sort of roads.

If, then, at a cost of, say $60, a motorcyclist can convert his machine into a two-passenger vehicle, have it at will either a single or a double machine, and still not perceptibly increase his operating expense, is there not here a splendid opportunity for the manufacturers and dealers to open up a new source of income?

Installment Sales Plan at the Hub.

Boston, Mass., Dec. 19.—It looks as though most of the motorcycle dealers of this city were favorable to instalment sales and would do considerable business on this plan next year. The most popular selling plan is one-third of the list price on delivery of machine, and the balance in weekly payments of $5 or $10.

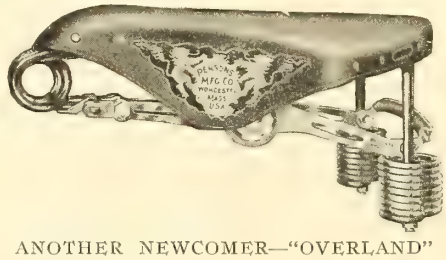
Two New Persons Saddles for 1912.

Taking cognizance of the popular demand for bicycle saddles of the suspension type with spring mounting, the Persons Mfg. Co., Worcester, Mass., are including



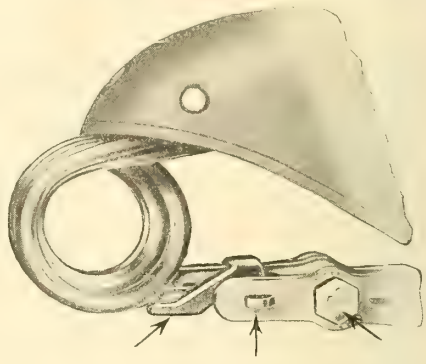
1912 PERSONS "STERLING" MODEL

in their 1912 line two new models of this pattern, illustrated herewith, and bearing the distinguishing designations of Overland and Sterling. Comfortable seating



ANOTHER NEWCOMER—"OVERLAND"

area for the average rider is provided by the generous size tops, which are the same in both patterns, viz: 10¾ inches by 8¾ inches. An important feature of the new models, which also has been incorporated in the well-known Maxinus and Peerless brands, is the three point front spring support, also illustrated. In addition to being bolted firmly between the steel trusses the springs also are held securely by a double platform, one level being above and the other below the springs: a construction



PERSONS NEW THREE-POINT SUSPENSION

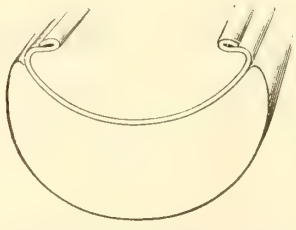
claimed to prevent their disalignment. Attention is directed also to the solid copper rivets used in fastening the leather top to the pommel, a feature of all Persons saddles.

The complete Persons offering of bicycle saddles for 1912 will embrace 15 models, including popular types for track and road racing, every day use and ladies. There also will be three motorcycle models.

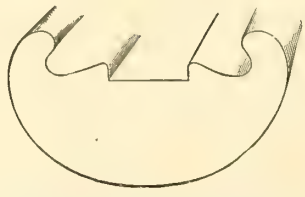
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

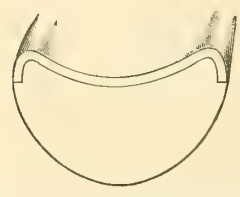
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



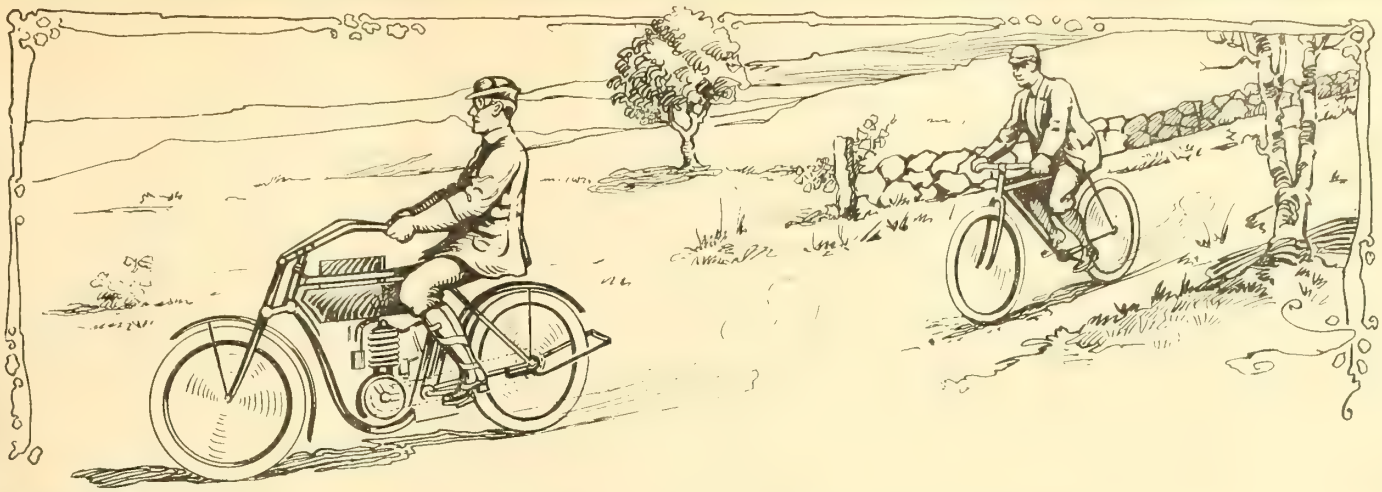
Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.





Stock Guaranteed

NEW DEPARTURES

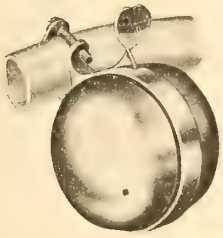
For 191



Improved coaster brake for bicycles.
Improved coaster brake for motorcycles.
Improved bicycle bells.
Improved knock-out axle motorcycle front hub.



Front hub for bicycles and motorcycles.



Plain rear hub for bicycles.
New Departure cyclometer.
Security cyclometer.

"Perfection" trouser guard.
"New Departure" trouser guard
New Departure lubricant.



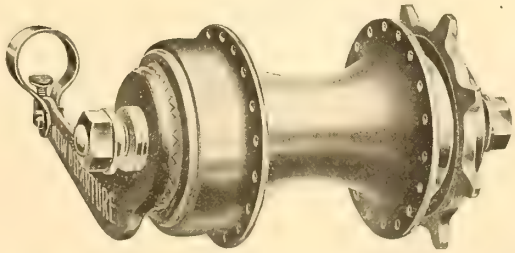


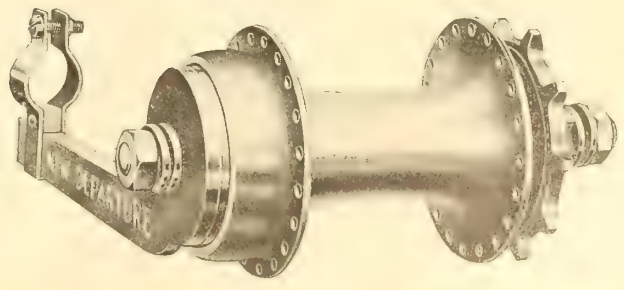
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.

THE NEW DEPARTURE MANUFACTURING CO.

COASTER BRAKE LICENSORS

Bristol, Conn.





SOME FAST FLAT FLOOR WORK

Excellent Time on 74th Regiment Armory Floor in Buffalo—Schieder Still the Star Performer.

Buffalo's cyclists contributed in no small measure to the success of the December carnival of the 74th Infantry A. A., held at the handsome big armory Saturday evening, December 16. The fascinating sport of flat-floor riding has a large hold on the fans of the city, and scarcely anywhere can be found such sterling indoor competition as is witnessed there regularly. On this occasion, the exceptionally fast and clever work of the cycling experts made more than the usual hit with the thousands present.

Joe Schieder, Buffalo's star flat-floor rider, encountered considerable opposition in the two-mile lap race from Ed. Arenz, of the Ariels, and Freddie Schudt, of the Almas, but finally captured the honors, winning by 58 points to Arenz's 50. The field was so large that for heats were necessary. The time for the fastern whirl was 4:31⅗.

Schieder and Arenz were drawn to start in the first heat of the one-mile handicap with Arenz 15 yards out from Schieder on scratch. Arenz fell, and Ed. Dethloff, of the Alma Club, with a 60-yard handicap, had one kick more than Schieder, hitting the finish line a fraction of a wheel-length in front of the backmarker. Had Schieder won, he would have eclipsed the one-mile indoor record of 2:12⅖ established by Schudt in 1906. Herb Kriegbaum, of the Royal Fliers, took first place in the final, due partly to a start of 60 yards; second, H. J. Young (110); third, Ed. Dethloff (65). Time, 2:10⅗.

An evidence of the skill of the riders on the polished floor, was given during the progress of one of the heats of the handicap event. A trainer unthinkingly stepped out on the course directly in front of the contestants. The latter gave a shout and in an instant they were upon him. Frotunately the man stood still, and the riders "side-stepped" him with an apparent ease that received appreciative applause from the startled spectators.

Closed Bicycle Races in Baltimore.

Baltimore, Dec. 18.—Members of the Crescent B. C. held another series of races at Clifton Park yesterday morning. It was a closed meet and despite the heavy track and a rather stiff wind the events were pulled off in fast time. The distance for all the races was seven-eighths of a mile, which was a complete lap of the lake. The most exciting race was the last one, which was open to all classes, the first four men being compelled to obtain their respective positions by some hard sprinting. The summaries follow:

Class E—Won by William Vogel; second, Joseph Casey. Time, 3:05.

Class D—Won by C. E. Berigtold; second, Fred M. Sanborn; third, William Vogel. Time, 2:36.

Class C—Won by Charles H. Thoms; second, J. Fred Huber; third, C. E. Berigtold. Time, 2:32.

Class B—Won by William Leimbach; second, Thomas W. Baker; third, Charles H. Thoms. Time, none taken.

Class A—Won by August T. L. Leimbach; second, William Leimbach. Time, 2:35.

Open to all—Won by August T. L. Leimbach; second, Charles H. Thoms; third, William Leimbach. Time, 2:30.

Crescent B. C. Mileage Contest Near End.

Baltimore, Dec. 18.—The report of Captain Huber on the mileage contest of the Crescent B. C. for the month of November has just been made. Charles H. Thoms still holds first place, but William A. Leimbach dropped from second to third, his brother, August T. L. Leimbach, jumping into the vacated place. Mommer, the New York plugger, is gradually dropping down the list, he having been forced out of fifth position during November by Langdon M. Sanborn.

November proved a poor month as far as the total number of miles reeled off was concerned. The grand total of mileage for the club for eleven months of the year, 49,355 miles, surpasses by far any full year's mileage made by the club. The former record was 28,175 miles, made in 1910, when Doc. Sanborn won the contest.

Hausenbauer Lands Two Handicap Races.

Performing to a capacity crowd, the general athletic meet, in which there were two closed bicycle races, furnished excellent sport on the occasion of the annual games of the Thirteenth Regiment A. A., Brooklyn, Saturday evening, December 16.

By a margin of half -a-wheel's length, E. Goodwin (scratch) missed establishing a new armory record, he being beaten just that much by C. Hausenbauer (90) in the two-mile handicap race; his estimated time, erroneously announced as a record, was 4:49⅘. The standing record for the floor is 4:52⅖, held by Oscar Goerke. Summary:

One mile handicap—Won by Hausenbauer (45); second, A. E. Rhodes (75); third, E. Goodwin (scratch). Time, 2:43.

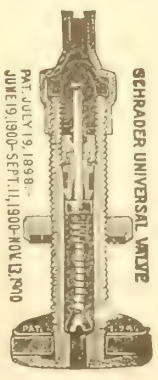
Two mile handicap—Won by C. Hausenbauer (90); second, E. Goodwin (scratch); third, C. A. Mohrmann (scratch). Time, 4:50.

VanDenDries Takes 14th Infantry Race.

William VanDenDries, N. Y. A. C., the veteran flat-floor rider of New York, added further to his long string of laurels in winning the two-mile bicycle race carded on the program of the Fourteenth Regiment A. A. games, Brooklyn, Saturday evening, December 16. The score: Winner—W. VanDenDries (scratch); second, J. Townsend I. A. A. C. (30); third, Walter Raleigh E. C. W. (60).

No Oslerism for These Riders.

The ages of three paced riders who competed at the opening of the winter track at Paris recently are as follows: Nat Butler (45), Emile Bouhours (43), Paul Guignard (36).



SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

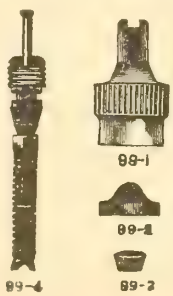
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

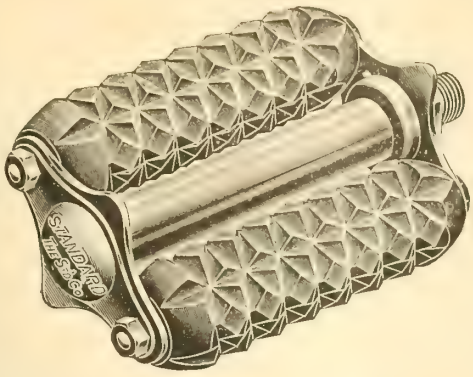
Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.





"Auxiliary Saddles"

The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

No. 3 STANDARD MOTORCYCLE PEDAL

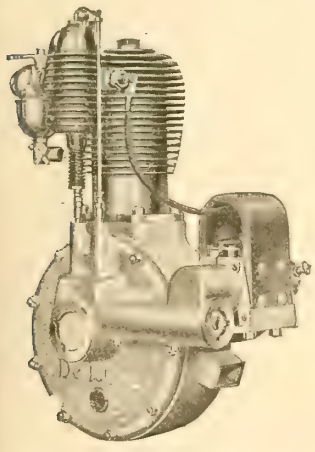
Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

Our products for the cycle trade include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY, Torrington, Conn.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

Equipped with Bosch Magneto.

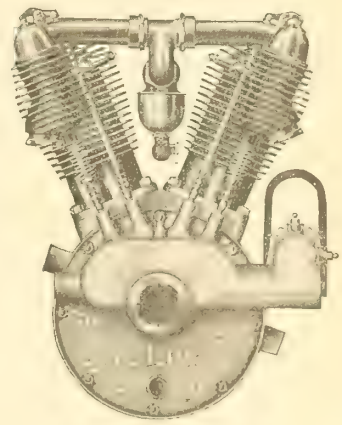
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — Five H. P. Single Cylinder
Seven H. P. Twin Cylinder — Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

We shall exhibit at the Madison Square Garden, New York, and the Coliseum, Chicago, Automobile Shows.



The F. W. Spacke Machine Co.

INDIANAPOLIS, IND., U. S. A.

PITTSFIELD

Improved Motorcycle Coils

They Cannot Break Down

A SMOOTH running engine with maximum power, batteries lasting longer, and freedom from the usual breakdowns are obtained by employing our vacuum dried and perfectly insulated spark coils that are weatherproof and unaffected by vibration.

They are the most effective and dependable spark coils ever designed. Acknowledged so by motorcyclists who know. Accurate firing is assured. They are durable, economical and positive in their action.

In two types, the conical and flat head, and equipped with four or five leads for single or twin cylinder motorcycles.

PITTSFIELD SPARK COIL CO., Dalton, Mass.

SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42nd St., New York City. *Central States, Brown & Caine, 1517 Michigan Ave., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco, Los Angeles and Fresno, Cal., Seattle and Spokane, Wash, Portland, Ore. *Canada, Russell Motor Car Co., West Toronto, Canada.
*Full line carried.



Shall we send you our catalogue? It also illustrates our Jewel Mica Spark Plugs upon which you can depend.

THE NATIONAL Automobile Shows of 1912

Under Auspices of National Association of Automobile Manufacturers, Inc.



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Coliseum and 1st Regiment Armory

FEBRUARY 5 to 10—MOTORCYCLES

Commercial Vehicles, Parts and Accessories

The following Motorcycles will be shown:

EMBLEM	HENDERSON	NEW ERA	READING-STANDARD
EXCELSIOR	INDIAN	PIERCE	THOR
FLANDERS 4	MERKEL	POPE	WAGNER
HARLEY-DAVIDSON	MINNEAPOLIS	RACYCLE	YALE

Jan. 27 to Feb. 3—Passenger Vehicles, Parts and Accessories

S. A. MILES, Manager - 7 East 42nd Street, New York

NEW YORK

Grand Central Palace

Jan. 10-17

Passenger and Commercial Vehicles, Parts, Accessories

THE 1912 SHOW NUMBERS

OF

THE BICYCLING WORLD (FOUNDED 1877) and MOTORCYCLE REVIEW

will be issued January 6th and 13th, and February 3d and 10th.

¶ They will contain full, well-illustrated descriptions of the cycling exhibits at the New York and Chicago shows, in addition to the current news and regular technical and pictorial features.

¶ Advertising copy, cuts and instructions should be in our hands ten days prior to each of these issues.

BICYCLING WORLD COMPANY

TRIBUNE BUILDING NEW YORK

TWELFTH NATIONAL

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MADISON SQUARE GARDEN

PART I

JANUARY 6 to 13—MOTORCYCLES

Pleasure Vehicles, Gasoline and Electric; Parts, Accessories

The following motorcycles will be exhibited:

EMBLEM	HARLEY-DAVIDSON	M.M.	PIERCE	THOR
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FLANDERS 4	INDIAN	NEW ERA	R-S	YALE

PART II—January 15 to 20—Commercial Vehicles, Parts, Accessories

Management: Show Committee - - 7 East 42nd Street, New York

KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
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Coventry Bicycle Chains



Has it occurred to you that the silky running of Coventry Roller Bicycle Chains means less friction and consequently increased speed? Why not educate your customers to these advantages? We carry a large stock of ½-inch Pitch and 1-inch Pitch Twin Rollers, in widths of ⅛, 3-16 and ¼-inch. Write us to-day for particulars and prices. It will pay you.

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Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

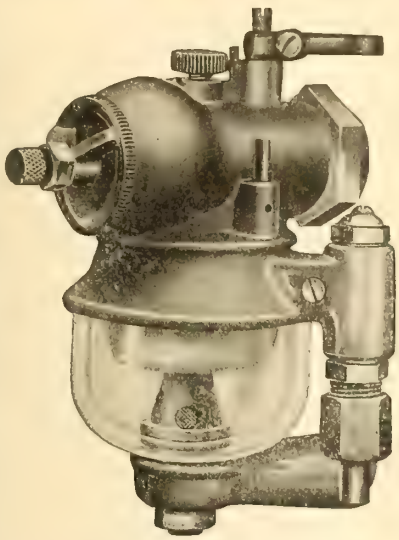
THE MOTT WHEEL WORKS, Utica, N.Y.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Heitger 1912 Carbureters



PRICE NET $9.50
Metal or Glass Bowls

Model H is the new one, the acme of simplicity. Has but ONE gasoline adjustment, but has TWO feeds, one for High speed, one for Low, that give maximum results at all speeds. Once adjusted, stays adjusted. Easily adjusted and understood by the novice. Gives satisfaction where others fail. Threads and fittings for any machine. Our model G-D is of the double gasoline adjustment type or mechanical needle, having separate adjustments for low and high, used by manufacturers and thousands of riders the past season. Either type makes a motor run faster and smoother and use less gasoline. Both guaranteed to give satisfaction. 1912 catalog now ready.

HEITGER CARBURETER COMPANY
1129-31 Beecher Street INDIANAPOLIS, IND.

1912 "Excelsiors"

will employ as regular magneto equipment the

BOSCH

OF COURSE

A Bosch makes a motorcycle perfect

Specify Bosch for 1912

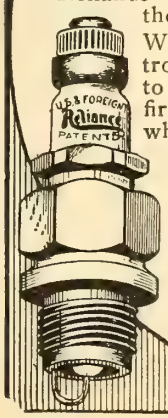
Reliance

(REG. U.S. PAT. OFF.)

In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.



When you realize that **ninety per cent.** of all plug troubles are caused by **carbon** and **soot** you begin to appreciate why the Reliance should be your first and last choice; you see why those who have once used Reliance troubleless plugs will have no other.

Regular Type $1.00
Magneto Type $1.25

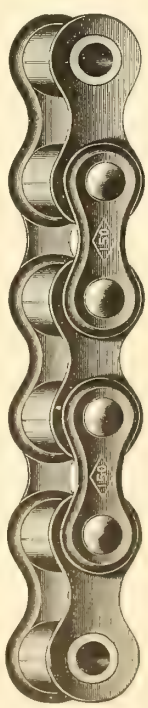
For sale by most dealers, if yours does not carry, write and we will ship prepaid at prices quoted.

JEFFERY-DEWITT CO.
71 Butler Ave., Detroit, Mich.
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DIAMOND CHAINS

For Bicycles and Motorcycles



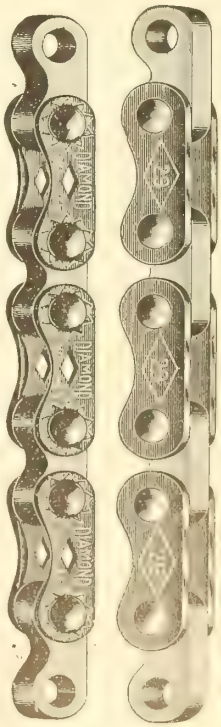
Our types and sizes meet every service condition. With a good record extending over twenty-one years and with the most practical connecting link ever offered, Diamond Chain is the logical equipment.

Diamond Motorcycle Chains do their work right in bad weather as well as good and are in every way a mighty good investment in a place where it pays to be careful.

We recommend the following for motorcycle work:

For main drive, Diamond No. 150 Roller Chain
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Of course, we make other sizes. Better start with Diamond Chains than come to them later.



TRADE ◇ MARK

Diamond Chain and Mfg. Co.
141 W. Georgia St., Indianapolis, Ind.
CAPACITY 8,000,000 FEET PER YEAR
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Fine Trade, Fine Profit, Fine Premiums for Dealers



EVERY dealer of bicycle supplies should handle NEVERLEAK, the well known tire fluid which automatically heals tire punctures "on the jump" without the rider having to dismount. It is the only legalized tire fluid on the market and for years has had a big sale everywhere.

NEVERLEAK TIRE FLUID

offers you fine trade, fine profit and fine premiums. These are REAL premiums —not a cheap or common one among them. It costs you nothing to find out about NEVERLEAK. Write us to-day and send us your jobber's name.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

SCHAFER BALL BEARINGS

(MADE IN GERMANY)



are the most suitable bearings for motorcycles

Because

They withstand vibration due to the strong cage and large number of steel balls.

SCHAFER BALL BEARINGS are used throughout the *De Luxe* motor and two speed transmission for motorcycles manufactured by F. W. Spacke Machine Company, which fact proves that SCHAFER BALL BEARINGS stood up under the most severe tests before being adopted and that the best bearing regardless of cost is being used on the *De Luxe* motor and transmission.

BARTHEL, DALY & MILLER

42 Broadway New York



Flat Bracket Fastens to Back of Lamp

ARRANGED TO FIT ANY MAKE MOTORCYCLE

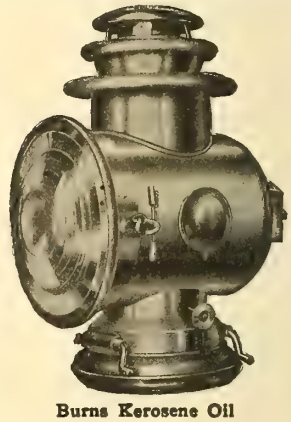
Furnished with Single Flat or Double Fork Brackets

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COLD BLAST

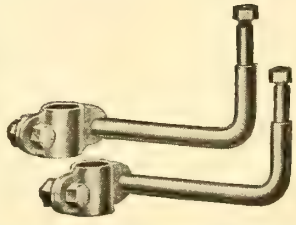
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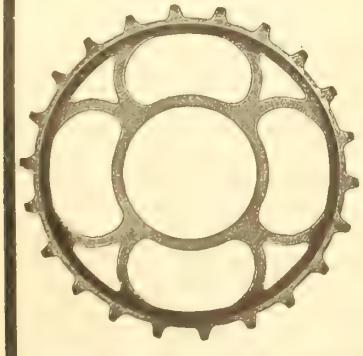
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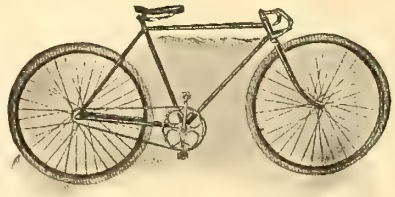
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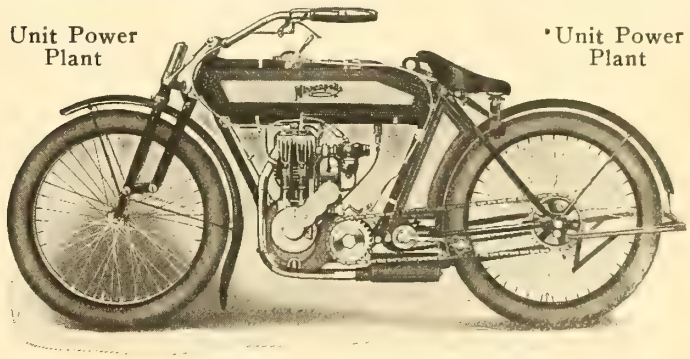
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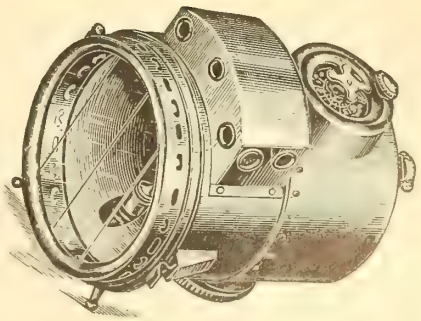


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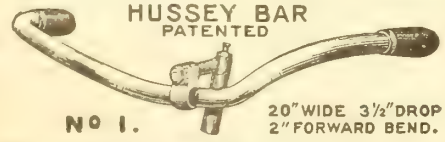
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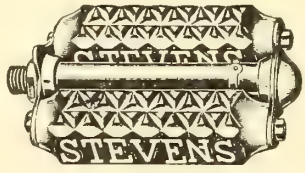
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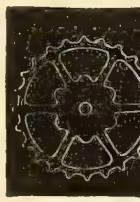
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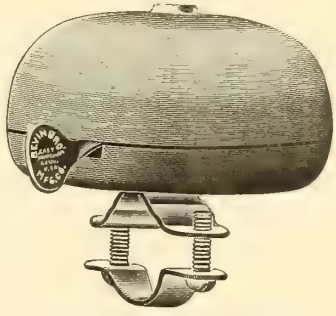
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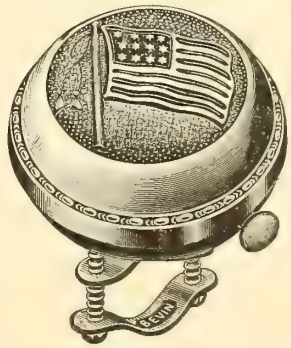
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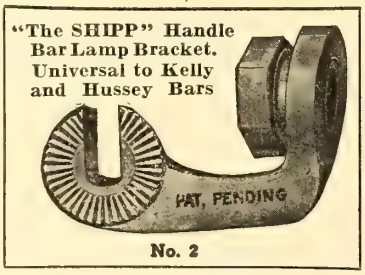
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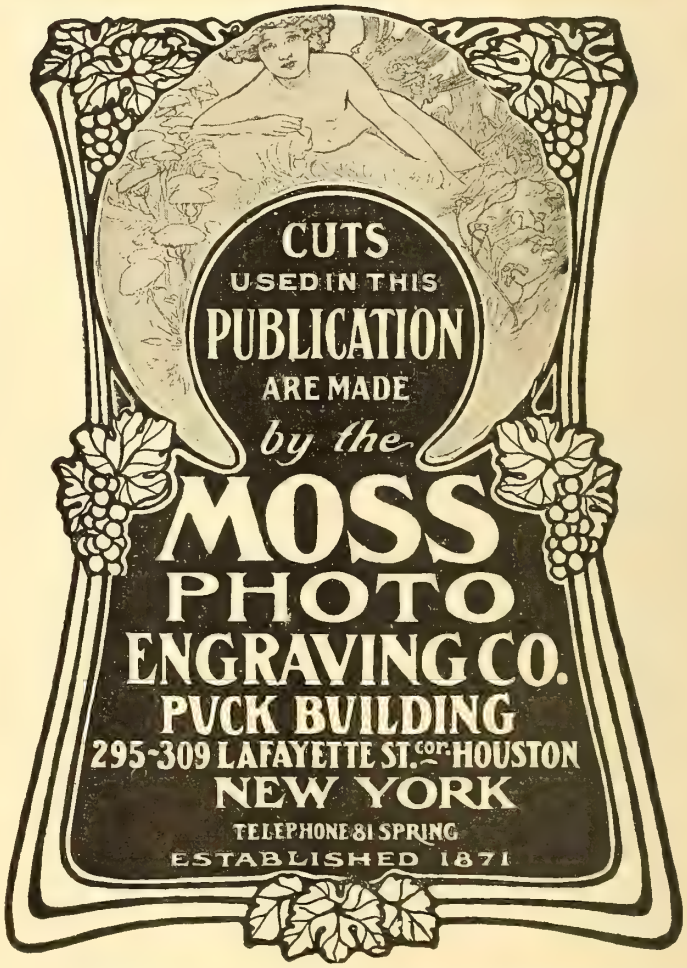


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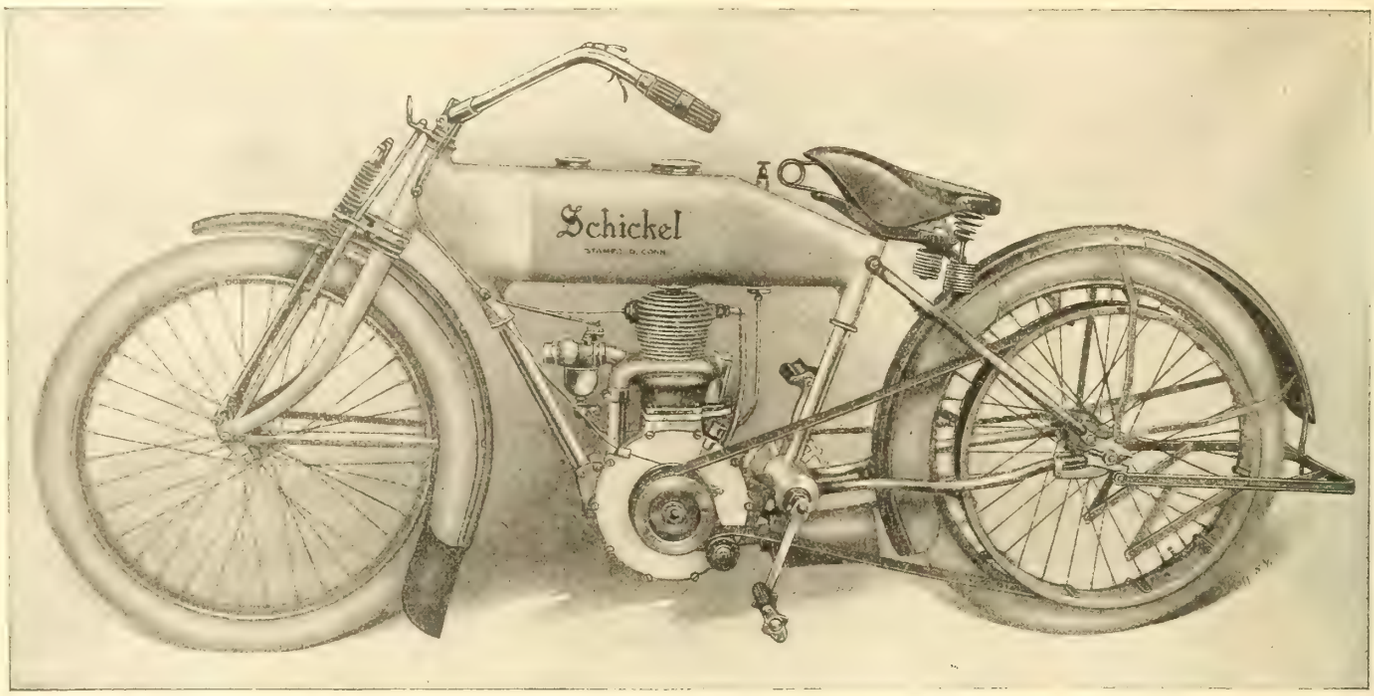
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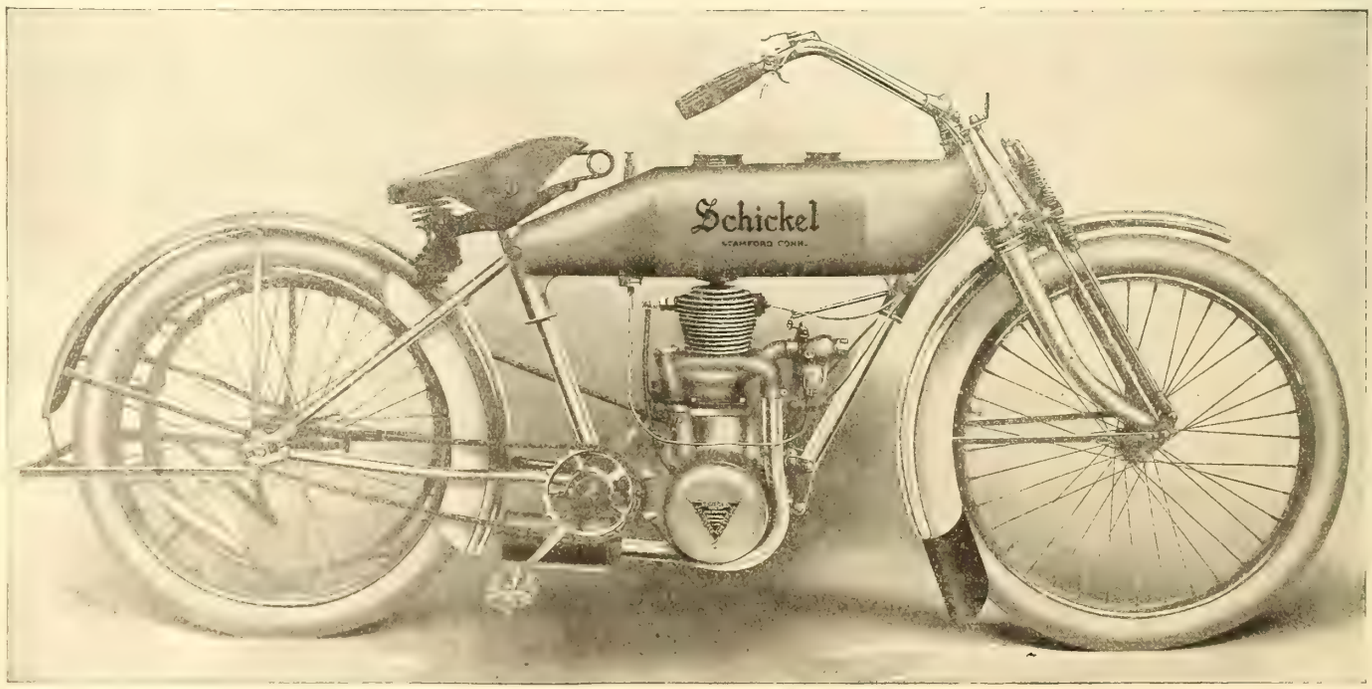
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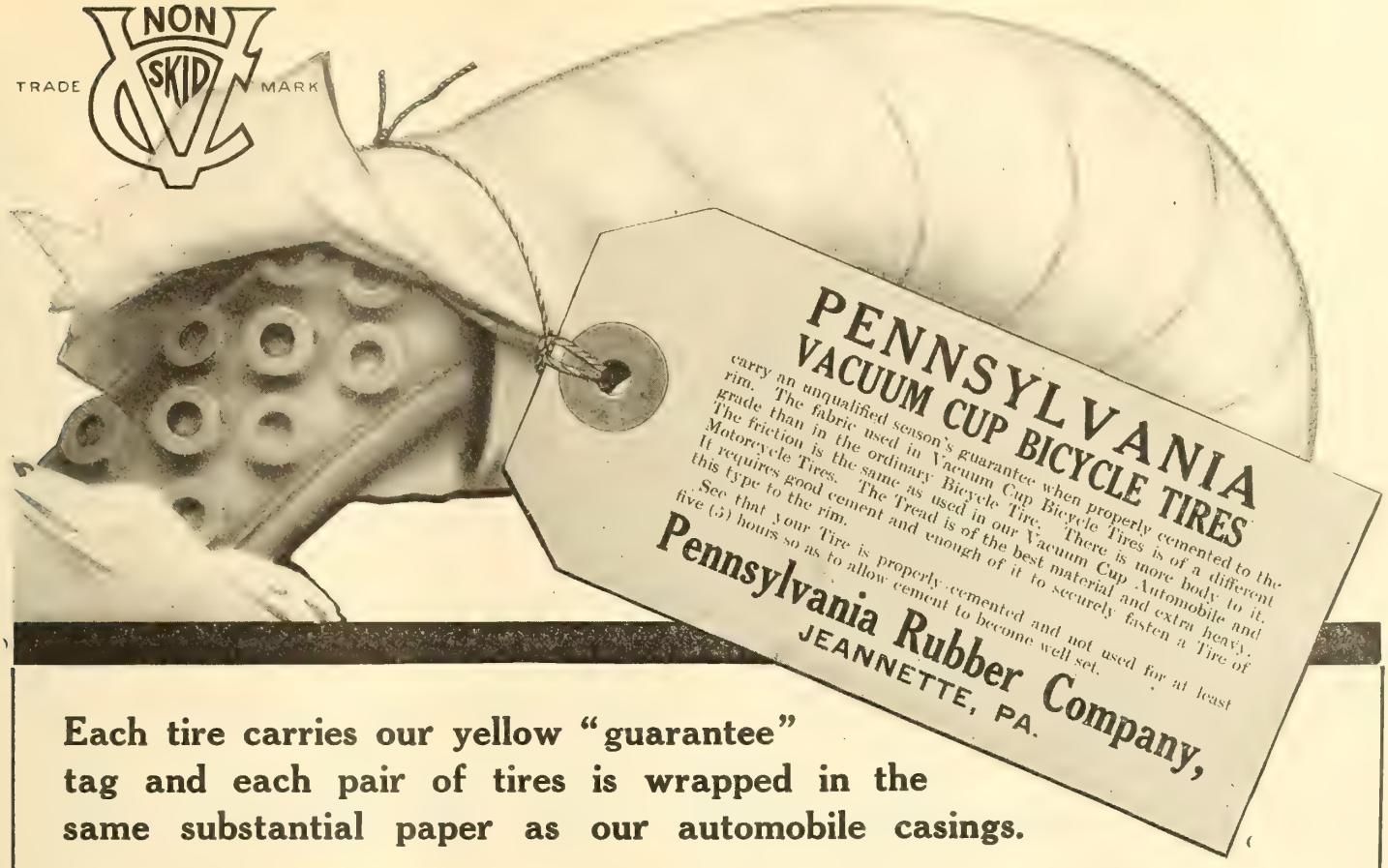
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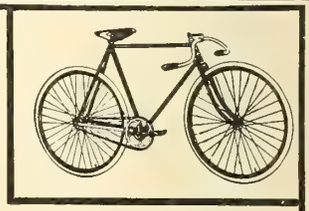
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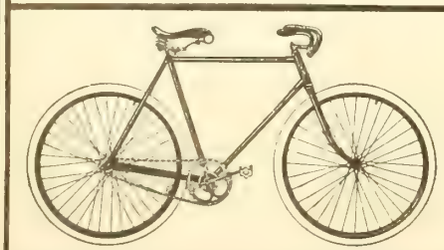


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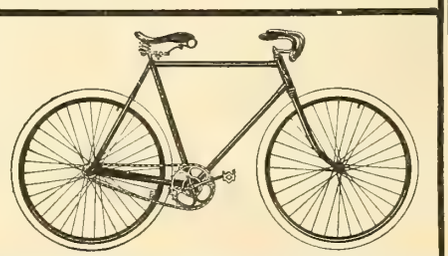


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Coaster Brake

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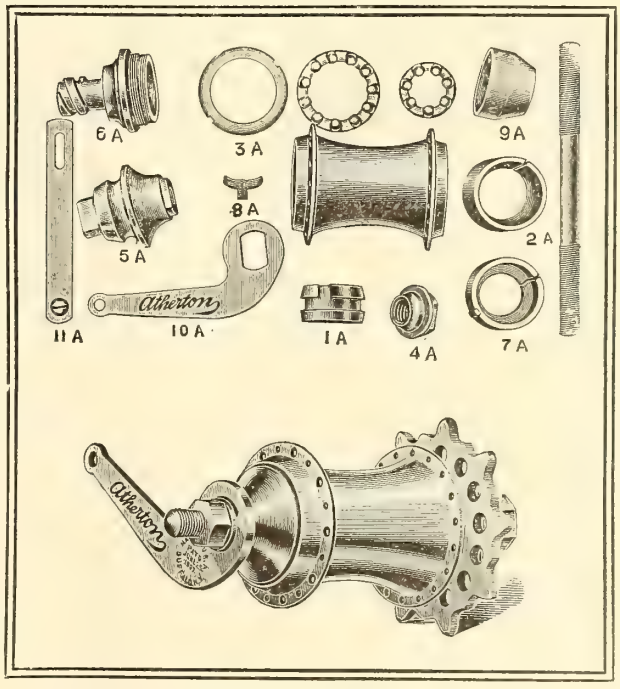
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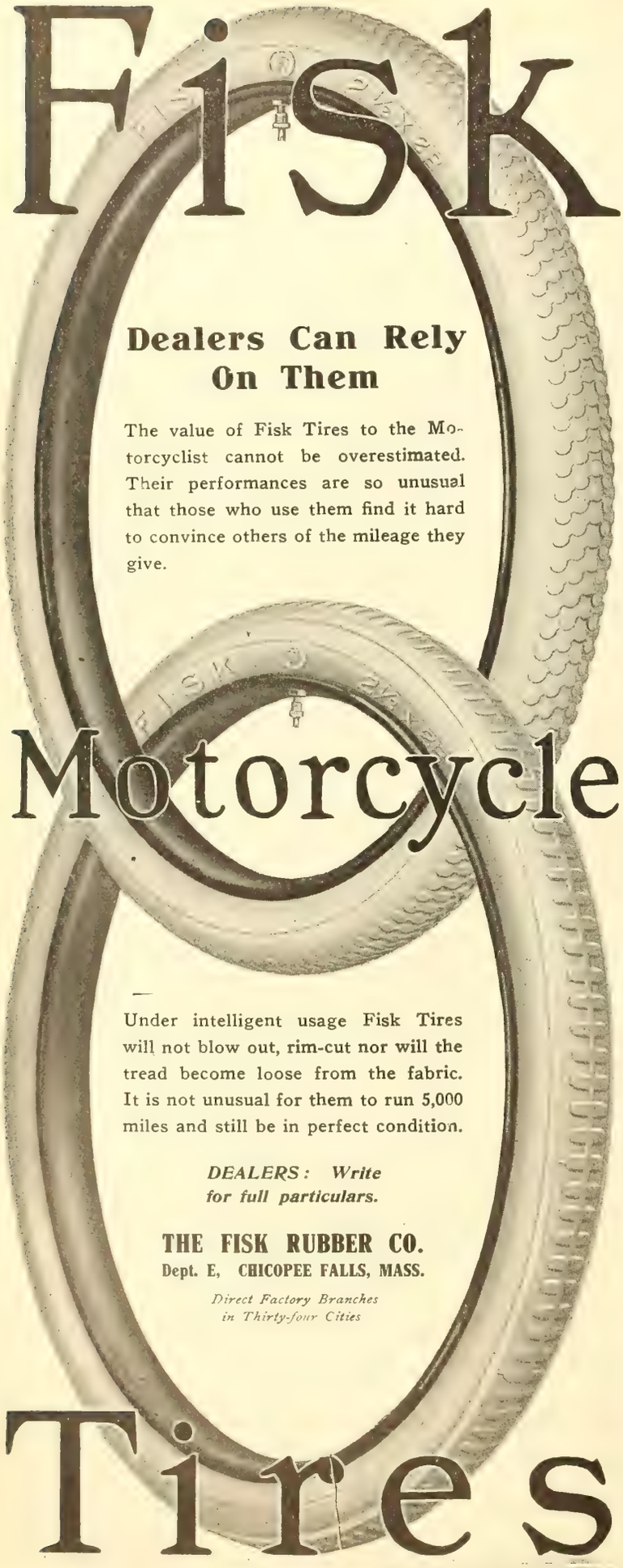
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Motorcycle

Under intelligent usage Fisk Tires will not blow out, rim-cut nor will the tread become loose from the fabric. It is not unusual for them to run 5,000 miles and still be in perfect condition.

DEALERS: Write for full particulars.

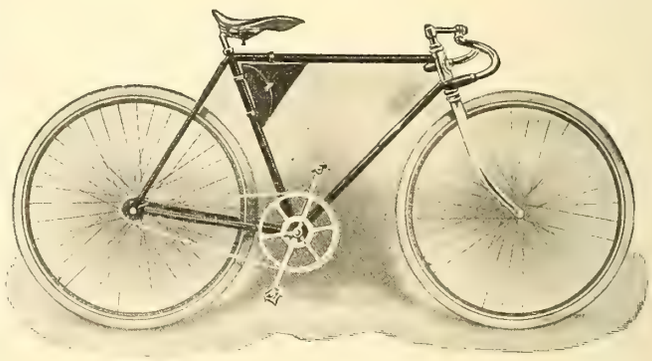
THE FISK RUBBER CO.
Dept. E, CHICOPEE FALLS, MASS.

Direct Factory Branches in Thirty-four Cities

Tires

Records Speak for Themselves

And the Records Prove That Pierce Bicycles Are Faster Than ALL Others.



Every professional record (official competition) from 1-5 mile to 10 miles—12 in all—is held by Pierce riders. Ask for catalog "AA."

Also Manufacturers of
MOTORCYCLES
Catalog "A"

The Pierce Cycle Co.

BUFFALO, N. Y.

Pacific Coast Branch. Oakland, Cal.

A New Pope Line of Moderate-Priced Bicycles



TWELVE MODELS FOR ADULTS AND JUVENILES

Exclusive Selling Contracts.

Big Profits for Dealers Who Secure This Line

The "Seminole" is a catalog machine sold under our Trade mark. Something new in the way of finish and fancy striping.

NO MACHINE OFFERS MORE REAL VALUE FOR THE MONEY

Quality Guaranteed

Write today for details.



THE POPE MANUFACTURING COMPANY

Hartford, Conn.

THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

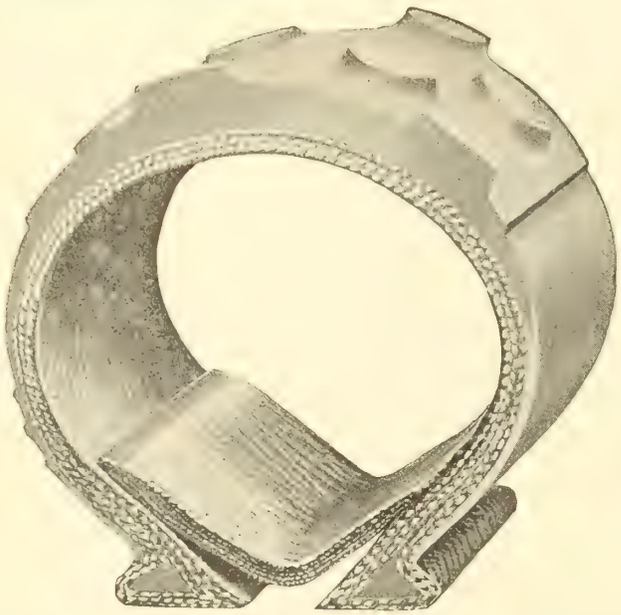
The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

We make CONTINENTAL-ERIE Motorcycle Tires in one style tread only, but we make that one perfect. Our improved methods of manufacture insure a product above the standard in quality.



Continental-Erie Motorcycle Tires

excel in their toughness and durability. Their embodiment in every motorcycle insures the rider against excessive repair bills. We give critical attention to our method of testing each tire and guarantee satisfaction to the purchaser of our product.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch—35 Murray Street
Chicago Branch—131 North Canal Street

The saddle a selling feature—

It will be always if it is a

BROOKS

the original and only genuine compound-spring saddle.

It will always help to sell the bicycle—

It will always ensure the buyers certain satisfaction—

It will always please him better than any other—

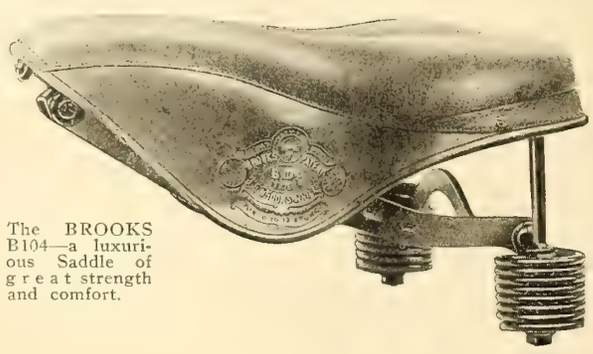
Because—

It is the only saddle in which can be embodied the BROOKS Compound Spring and, because, that spring is the only spring that successfully absorbs vibration within itself and, at the same time, eradicates entirely all tendency to bounce.

That's the reason you should sell it.

J. B. BROOKS & CO., Ltd.
73 Criterion Works
BIRMINGHAM, ENG.

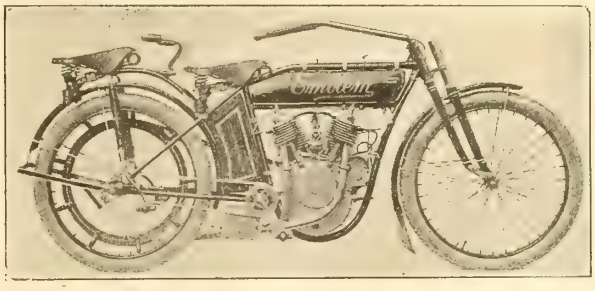
Distributing Agents for U.S.A.
The D. P. Harris Hardware Co., 48 Warren St., New York



The BROOKS B104—a luxurious Saddle of great strength and comfort.

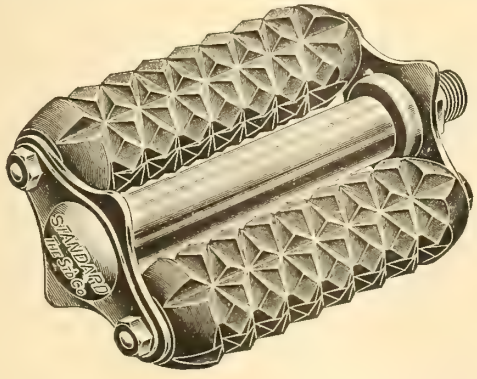
SEE THEM AT THE NEW YORK SHOW
SPACE 731

STURDY EMBLEM MOTORCYCLES



EMBLEM MANUFACTURING CO., Angola, Erie Co., New York
Member M. M. A.

Distributors for California—John T. Bill & Co., Los Angeles. For Oregon—Ballou & Wright, Portland. For Washington—F. M. Spinning, Seattle. For the South—Henry Keidel & Co., Baltimore, Md.



"Auxiliary Saddles"

The pedals are exactly that, as they bear part of the motorcyclist's weight, and the harder the bumps, the more the pedals bear. That is why one needs those big, generous, easy rubber cushions, that are a feature of the

No. 3 STANDARD MOTORCYCLE PEDAL

Deep corrugations in the soft rubber give the "cling" that makes the foot stay on. The pedals sell for $3 per pair.

Our products for the cycle trade include:
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY, Torrington, Conn.



Extra Thick Treads Mean More Mileage

Consider, Mr. Motorcycle Rider—and Mr. Dealer—how riders are coming to Goodyear Motorcycle Tires.

One year ago we began building motorcycle tires. Our facilities were enormous. We had the prestige—the factory equipment of the famous No-Rim-Cut Auto Tire back of us. Today our Motorcycle tires stand without equal. All the leading manufacturers of motorcycles have contracted for them for their 1912 output. Every third motorcyclist you see in 1912 will be riding on a machine equipped with Goodyear Motorcycle Tires.

Goodyears are the strongest, most enduring Motorcycle tires made. Above is the evidence. It remains only to be shown why they are most enduring. Your own sound judgment will suggest the next step.

We have been building auto tires for 13 years. Today the Goodyear No-Rim-Cut Tire outsells all others. Our motorcycle tire is a direct result of all those years of experience.

Year after year—on tire testing machines we have proved out every fabric and formula, every method and theory for adding to tire worth.

We have compared one with another—under all sorts of usage—until we have achieved pretty close to perfection.

Every theory that we have proved correct we have utilized in connection with our motorcycle tires. Hence a more comprehensive service—a greater mileage per tire than afforded by any other make—is offered you by these tires—and at no additional cost.

Goodyear Motorcycle Tires Hold All World's Speed Records Except 7 Mile.

BULLETIN.

On December 10th, Oakland Motordrome, Goodyears won all races—5 miles amateur, Kohl;—6 miles professional, Seymour;—10 miles professional, Wolters.

Goodyear Treads are thicker than all others. Hence, a reason for greater endurance. And the tires are so built up as to guarantee uniform endurance throughout.

The plies of fabric are stretched on by special machinery operated by master tire builders. No uncertain tugging and stretching by hand. And no tightness here and looseness there as a result. This is why Goodyear riders are not afflicted with blowouts and other harrassing and expensive tire troubles.

So all along the line Goodyears spell "reduced tire expense" and "multiplied satisfaction." Compared with other makes, the amount these tires save you in repair bills quickly covers their first cost. Yet Goodyears cost no more than the other kind.

Goodyear Motorcycle Tires fit all standard rims in a grip that never lets go. There's a tire for your rim—a tire specially adapted to your own road condition—a tire that will be sure to render Goodyear service.

Our book on Motorcycle Tires describes the most complete line of motorcycle tires in the world. Send for it.

GOODYEAR TIRE & RUBBER COMPANY, Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(476)

THE
BICYCLING WORLD and MOTORCYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, December 30, 1911. No. 15

LARGER RIMS ARE NEEDED

Prominent Tire Authority States That Motorcycle and Tire Makers Should Confer on Rim Sizes.

According to S. A. Falor, manager of the motorcycle tire department of the Goodyear Tire and Rubber Company, there is a new problem confronting both the makers of motorcycles and the manufacturers of tires for these machines, and though like the riddles of the past it will be solved eventually, there is much to be said by various experts in the meantime. The problem has to do with rim sizes for 28 x 2¾-inch and 28 x 3-inch motorcycle tires.

With the advent of the motorcycle the most generally used tire was the 1¾-inch size. This soon was followed by the 2-inch type. Another year's experience brought the 2¼-inch size to the front, and as it was learned that the larger the tire the longer it wore, the 2½-inch size made its appearance. More recently the 2¾-inch tire has been put on the market, and now some of the tire companies are preparing to add still another quarter of an inch to this diameter. In discussing the matter, Mr. Falor, who has given much study to the matter of tires for motorcycles, said:

"All three of the sizes now being used have been run on rims measuring but an inch and a half across, and while this is large enough for the two smaller tires, it is barely wide enough for the 2¾-inch size, and a 3-inch tire on such a rim is fairly certain to give some trouble.

"A large tire on a small rim has a tendency to roll sideways, sometimes pulling the head from the rim and often causing rim-cutting. An elongated bead will lessen this difficulty, but cannot overcome it entirely. On the other hand, the wider the rim is, the heavier it must be to hold its shape, and the added weight is an important feature. The present size rims hold our 28 x 2¾-inch Blue Streak tires very satisfactorily, but it is certain that with the larger tires we must have larger rims, and it is a problem that the tire makers and the motorcycle manufacturers should get together on."

Merkel Agents Third Annual Dinner.

Among the social events of the New York show week will be the annual dinner to the Merkel motorcycle agents, who this year will be the guests of the Miami Cycle & Mfg. Co., Middletown, O., at the Hotel Breslin, Broadway and Twenty-ninth street, on Thursday, January 11, at 2:30 P. M. This will be the third annual Merkel show dinner, but the Miami company will be the host for the first time, inasmuch as it will be the first show since the consummation of the Miami-Merkel merger. Trade topics naturally will predominate, and will include a review of the past year and an outlining of next season's sales and racing campaigns.

Indian Representatives at New York Show.

The Hendee Mfg. Co., of Springfield, Mass., makers of Indian motorcycles, will be largely represented at the motorcycle show, to be held at Madison Square Garden, January 6-13. The headquarters of the staff in New York will be the Hotel Breslin, and the following representatives of the Hendee staff will be present: George M. Hendee, Oscar Hedstrom, F. J. Weschler, R. W. Ellingham, J. H. O'Brien, E. E. Cross, J. B. McNaughton, W. F. Hapgood, F. L. Hunt, John McDowell and H. W. Kipp.

Westing Co. Joins National Cycle Jobbers.

The G. H. Westing Company, Indianapolis, Ind., has been elected to membership in the National Association of Cycle Jobbers. The company is one of the largest motor and bicycle concerns in the State.

NOT INTERESTED IN RELIANCE

Vice-President Webster of Eclipse Machine Co., Denies Report of Complicity in Recent Purchase.

In connection with the sale of the effects of the Reliance Motorcycle Company, of Owego, N. Y., by the receiver, December 18, rumor connected the names of Vice-president Ralph D. Webster, of the Eclipse Machine Company, of Elmira, N. Y., and John N. Willys, president of the Willys-Overland Company, Toledo, Ohio, as interested in the purchase with W. H. Ives, of Addison, N. Y., who bid in the property at the auction.

Mr. Webster writes to the Bicycling World and Motorcycle Review that neither Mr. Willys or himself are interested in any way financially in the purchase. The fact that Elmira people are interested with Mr. Ives in the matter undoubtedly led to the report that Mr. Webster was one of those in question. In making his position clear to the trade, Mr. Webster states:

"It is quite true that I was active in trying to help the Reliance Company at the time it was in trouble, but I had nothing whatever to do with the recent sale of the plant to Mr. Ives. I learned a few days before the sale that Mr. Ives had interested Elmira capitalists, who were going to furnish him some money, and was told who these people were. In fact, one of the gentlemen told me himself that he was helping Mr. Ives, but none of the parties connected with the purchase are at all interested in the Eclipse Machine Company. We are very glad that Mr. Ives has secured the plant and hope, and believe, that he will be able to successfully run it, but we do not want the idea to go out to the trade that we are interested in the manufacture of any motorcycle."

NOVEL LINES IN THE HENDERSON

Detroit Offers Another "Four"—First Regular Two-Passenger Motorcycle —Chain Case an Innovation.

Born in Detroit, the "automobile city," it is not surprising that the Henderson motorcycle, offered by the Henderson Motorcycle Company, should savor of motor car construction. In fact, T. W. Henderson, until recently, was local branch manager for a prominent automobile maker, so it is quite natural that he should inject in his two-wheel love, motor car features which appealed to him as also highly desirable in his ideal of the motorcycle.

Because of its unusually long, low and rakish appearance, the Henderson may be likened to the dachschund. Its four-cylinder motor, air cooled, is rated at 7-horsepower, and all valves are mechanical, the inlets being of the overhead rocker type. The motor is slung well to the rear in a dropped cradle, giving a low center of gravity, and what is known as an "underslung effect," or the ability to "hug the road." It will list at $325.

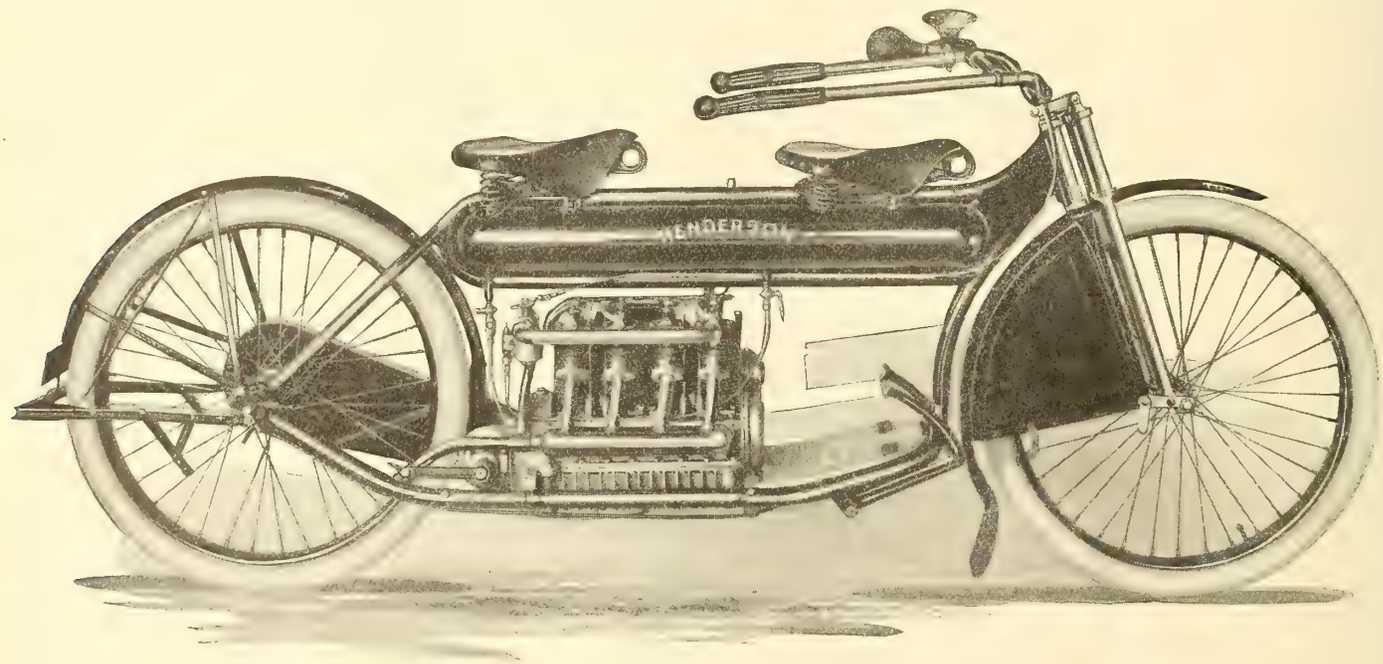
Great flexibility is claimed for the motor. Rushing of hills is unnecessary, it is stated, the accelerating powers of the Henderson being equal to a gradual and sustained pull. Silence, smoothness and sweetness of running have been obtained in large measure, according to the builders. It is apparent that four cylinders have twice the flexibility of a twin, because of the doubling of impulses, while the crank arrangement likewise makes for easier balancing.

The motor is coupled to a jack shaft by bevel gears, and the final drive is by an enclosed roller chain. It is the first attempt fully to enclose a chain drive in this country, and a very acceptable innovation. Protecting the chain from dirt and grease, and running it in an oil bath, will do much to make that form of drive more popular in this country. An Eclipse clutch is mounted on the jackshaft, and on the right side of the clutch housing, a starting crank is attached.

Bullet nosed at both ends, the long cylindrical tank is cradled between the top frame tubes. It is the largest tank fitted to a motorcycle and is of the separate compartment type, the oil reservoir being at the rear. Magneto ignition, a la Bosch, is used. A large band brake is mounted on the rear hub and enclosed by the chain case, the operation being vested in a foot pedal. The chain case is easily removable.

Perhaps the most novel feature of the Henderson, aside from its mechanical side, is the fact that it is a two-passenger machine in the full sense of the word, and the first motorcycle to be offered in standard form with seating capacity for two persons. The passenger seat is mounted forward on the top tube, and is a regulation saddle, both occupants having plenty of leg room on the foot boards. Whether this regular double seat equipment will circumvent the ordinances which some municipalities have passed, forbidding "tank riding," is food for interesting discussion. Ordinarily, "tank riding" is construed as carrying a passenger in front of the operator, on a motorcycle built to accommodate but one person.

The Henderson belongs to the pedalless class. Roomy foot boards are provided, and carry a pair of pedals for controlling the clutch and brake. Motor control is by grip cables. Positive automatic lubrication is employed. The long wheelbase, and low center of gravity, are offered as an assurance of very easy and comfortable riding. Instead of dropping the top bar at the rear to secure a low position, it is sloped away at the steering head and then continued horizontal throughout its length. The foot boards also are tilted upward to afford a restful foot position. The fork is of the compound type with enclosed plunger springs, and has side mud fenders to afford better protection to the seat occupants. Both seats are mounted directly on top of the upper frame bar.



HENDERSON 4-CYLINDER 7-HORSEPOWER, WITH ENCLOSED CHAIN DRIVE, $325.00

Corbin Motorcycle Brake Not Two-Speed.

In advertising the Corbin two-speed coaster brake a few weeks ago, the makers, the Corbin Screw Corporation, of New Britain, Conn., made the statement that it was available for use in motorcycles as well as for bicycles. Since then the Corbin people have been flooded with applications for more information on the subject by readers of the Bicycling World and Motorcycle Review. The Corbin Screw Corporation wishes to announce that an error was made in advertising the brake for motorcycles as a two-speed device, whereas, in reality, it is the Corbin coaster brake for bicycles only, that has the two-speed mechanism. The Corbin people never have produced a two-speed hub for motorcycles, confining their products in this field strictly to brakes.

Bosch Magnetos at London's Recent Show.

Nearly 81 per cent.—to be exact, 80.9—of the motorcycles and separate engines exhibited at the big Olympia show, in London, in November, were equipped with Bosch magnetos, according to the Bosch Magneto Co., New York City This widespread adoption in the land where "British built" is a fetish, is highly complimentary to Bosch design and quality

Business Booming in West Virginia.

Clarksburg, W. Va., Dec. 26.—W. W. Ours has closed with the Hendee Mfg. Co., for the Indian agency in this city

The F. C. Welch Company will continue with the R. S. representation for 1912.

Prospects are bright for the establishment of another motorcycle agency or two here next year. There are about 15 machines in the city, and F. C. Welch, local F.A.M. representative, is mapping out plans for a club shortly after the New Year.

During the past season W. W. Ours, the local racing star, has peeled off some fast miles at race meets held here. This prominence not only has stimulated the sales of machines for pleasure, but also has set business men investigating their suitability for use in commercial fields.

Bad roads have retarded the growth of motorcycling in this section the past year, but with highway improvements planned for 1912 the sales prospects are encouraging. If favored with an early spring and good weather, the dealers are confident of larger sales than in any previous year.

A Live Dealer's Novel Idea.

Combining "pulling" power with opportunity for instructive comparisons insofar as concerns the general appearance of the machines illustrated, S. E. Purbum, bicycle and motorcycle dealer of Macomb, Ill., struck upon a live and inexpensive advertising medium when he arranged and neatly pasted on a suitable card, the illustrations clipped from the various trade periodicals depicting a wide range of motorcycles. This card, reproduced in the accompanying illustration, Purbum posted in a prominent position in his store, and found it of such interest that he has had post-card copies printed and reports many inquiries regarding machines as the result of the promiscuous mailing of the cards throughout his vicinity.

New Harley-Davidson Chicago Store.

E. W. Fearing has taken a lease on the property at 147 Lake street, Oak Park, a suburb of Chicago, and will open a new store there for the sale of Harley-Davidsons. Mr. Harley is an old motorcyclist and was formerly physical director of the Y. M. C. A. at Oak Park. He was recently injured in a collision with the rear end of a motor truck, but has fully recovered. He will open the new store the first of the year and carry a full line of machines and supplies.

Motorcycles at Baltimore Auto Show.

Baltimore, Dec. 25.—The date for the annual automobile show in Baltimore has been set for February 20-28 in the Fifth Regiment Armory. Motorcycles will have a prominent part. No plans have been perfected as yet outside of the appointing of a committee to attend the New York show and get some ideas.



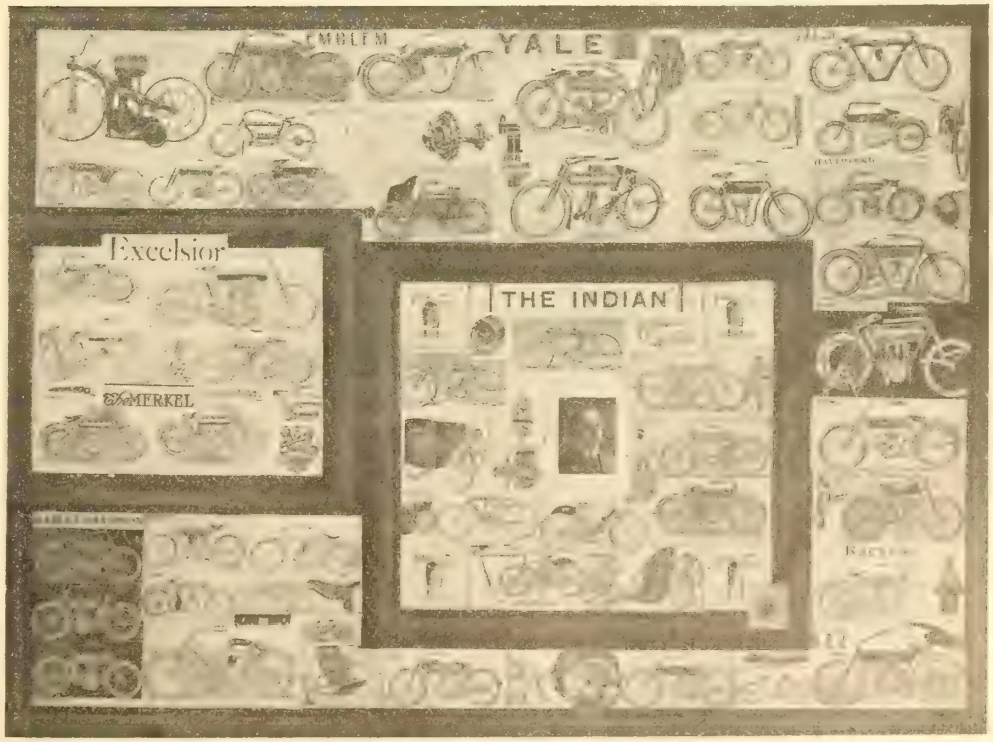
MAIN STORE OF THE CHICAGO MOTORCYCLE WORKS, ON SHERIDAN ROAD

A Hustling Chicago Motorcycle House

"We believe in signs!" So says the Chicago Motorcycle Works, 738 Sheridan road, Chicago, and a glance at the illustration showing the headquarters of this enterprising house will confirm the reader's belief that the statement is a fact. The store is located at the corner of Sheridan road and Michigan avenue, Chicago, and the proprietors, C. Blankenheim and L. J. Leonard, are pioneers in the motorcycle business, and have been prominently identified with most of the track and road contests in Chicago and vicinity. They have secured the exclusive agency for the Excelsior for the north and south sides of Chicago, and expect to sell at least 500 machines during 1912. On January 1 they will open up another store on Fifty-fifth street boulevard, near Michigan avenue.

Grady Eastern Distributor for Excelsior.

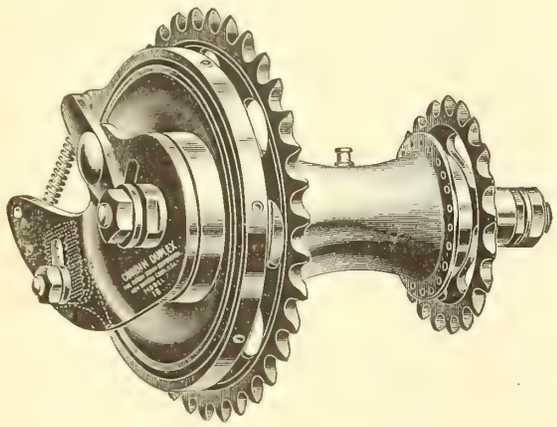
J. W. Grady & Co., 68 High street, Worcester, Mass., have been appointed distributors for Excelsior motorcycles for the States of Massachusetts, Vermont, New Hampshire, Maine, and a small section of Connecticut and Rhode Island. Their territory also includes the northeastern quarter of New York State.



ILLUSTRATED REFERENCE CARD, COMPILED BY S. E. PURHAM, MACOMB, ILL.

CORBIN

Motorcycle Brake



—and why motorcyclists should specify CORBIN by name and insist on it.

A reliable braking device should be one of the first requisites in the equipment of the motorcyclist. Accidents should be made impossible.

The new model Corbin Brake for motorcycles has a V-shaped drum and a triangular friction band, superseding the flat band.

This yields 50 per cent. more braking surface—a most important feature for riders of high-powered machines.

The releasing mechanism is entirely outside, making the action easier and more reliable.

With the Corbin, chain interference is impossible. Corbin Brakes can be fitted to belt or chain driven motorcycles.

13 YEARS of manufacturing experience is your guarantee of efficiency and reliability in Corbin Brakes and the people behind them.

Sold by leading Jobbers and Dealers everywhere. Specify CORBIN.

Write for New
1912
Free Catalog.

THE CORBIN SCREW CORPORATION

NEW BRITAIN (Licensed Coaster Brake Manufacturers) CONNECTICUT

Western Office, 65 West Lake Street, Chicago, Illinois.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 30, 1911.

Staying on the Business Map in Winter.

Nowadays the dealer who crosses his legs, twiddles his thumbs, expectorates on the rusty stove, nails the white flag of despair to the door when winter comes, and opines that it's a case of starve until spring rolls around, is conditioning himself for eventual elimination from the business map. He may not do as large a business as he does in summer but he can do something, and if he will but put forth some real effort and go after the business he will be surprised to find how much there is of it to be had.

Incidentally, one live New England dealer who does not find enough business to occupy all his time in winter, turns his former trade to good account. He is instructor in the pattern-making class of the local evening school, three nights a week, and now has entered on his fifth year in this capacity. The remuneration is increasing yearly, and his partner tends store on the nights that he is teaching his classes Another dealer in the Middle West, who formerly worked in a motor car factory, is instructor in an automobile school during winter evenings. Incidentally his pupils often bring him trade after they get out on cars.

With popular interest in motorcycles growing daily, there soon will be a big demand for knowledge in operating them. There are opportunities for dealers to establish motorcycle schools along the same lines as successful automobile schools, either in their own establishments or in connection with an automobile school. It is a good field which can be worked to best advantage during winter evenings, and undoubtedly would be the means of making many sales, particularly to ladies, once they were initiated into the mysteries of motorcycles.

May Change Date of F. A. M. Assembly.

It is understood that an amendment to Section 1, Article III, of the constitution of the Federation of American Motorcyclists is soon to be offered, changing the time of the annual business meeting of the National Assembly to a date placed somewhere between November 1 and March 31, instead of holding the meeting as at present between June 15 and September 15.

A suggestion advocating the change was first made in these editorial columns directly after the Buffalo meeting of last summer, at which meeting it was found to be practically impossible to secure a quorum of the delegates after the first business session, until after the smoker on the last day of the assembly. It was then one o'clock in the morning and every one was tired out and in a hurry to get home.

To reiterate what was said at the time, the business of the F. A. M. is growing year by year in importance, keeping pace with the increase in strength of the organization, and it is absolutely necessary for these business matters to receive the careful and thorough consideration of the delegates in convention assembled. The great majority of those who attend a meeting in the summer time, go to the place of meeting mainly for the purpose of seeing the sights of the city, attending the championship races, and otherwise enjoying themselves, business matters being a secondary consideration.

At Buffalo, last July, practically all the important business accomplished at the meeting on the first day was the election of officers for the ensuing year. There were many other matters of great importance to come before the delegates, and the executive officers were at their wits' ends to secure a quorum, and though they strove heroically, were unable to accomplish their purpose until after the concluding smoker.

With a meeting held in New York or Chicago during motorcycle show week, or some time during the winter months in any conveniently located city, the delegates would attend for one purpose—that of the transaction of business. Such important matters as the track franchise proposition, the Canadian situation, and other vital topics, could be considered calmly without the delegates recalling to mind that they were missing a lot of fun outside under the summer skies. At this winter meeting the delegates also could consider and act upon the invitations extended from various communities for the regular summer assembly and championship events.

It is a striking fact that such successful organizations as the Amateur Athletic Union, the Union Cycliste Internationale, the National Cycling Association—all sport controlling bodies—hold their principal business sessions in the winter time. When that sterling old organization of the palmy days of bicycling—the League of American Wheelmen—was in its prime, it went up against the same difficulty that the F. A. M. is now encountering, and it became necessary to change the main business meetings to winter dates.

The project is one worthy of the consideration of the wise heads of the organization, and although there may be more expense entailed in securing the attendance of delegates, the benefits to be derived will more than outweigh a multitude of such objections.

Vanadium Steel for Motorcycles.

Scientists continually are searching for methods and materials by which steel and iron can be strengthened. The metal known as vanadium, which was discovered in the early part of the last century, now is in general use in the manufacture of steel where great strength is needed. In motorcycle construction, where a combination of strength and lightness are prime requisites, it is being used more and more for motor shafts, connecting rods, gears, frames and forks. It is employed in the proportion of from one to three-fourths of one per cent., and the steel is not hardened materially or rendered brittle, but the resistance is increased wonderfully.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW

BIG YANKEE INVASION FEARED

English Motorcycle Trade Worried Regarding Possibilities of American Machines Increasing in Popularity.

Now that American manufacturers of small and cheap motor cars are dumping hundreds of their product[illegible] Great Britain, and virtually [illegible] British [illegible] "on the run," [illegible] has a nightmare [illegible] cycle manufacturers [illegible] same thing. Appro[illegible] ion of ship[illegible] being set do[illegible] ale at prices [illegible] London "Motor[illegible]

"Talking of the [illegible] motorcycle invasion [illegible] fluence this will have [illegible] off, upon ru[illegible] that the only [illegible] really got a ho[illegible] up to the prese[illegible] even for this c[illegible] truly, active Ya[illegible] planning an attack [illegible] armed with [illegible] every modern [illegible] such quantities [illegible] retailed in [illegible] plete. No [illegible] little [illegible] it will be [illegible] manufacturer [illegible] In the motor [illegible] vasion has begun [illegible] motorcycle tra[illegible] ion before attempting [illegible] or to give better value [illegible] At present there is ce[illegible] for modification in this [illegible] been pretty thoroughly [illegible] year that a variable gear [illegible] adjunct to a real touring [illegible] fore no tourist should [illegible] At the same time, [illegible] more than £50 ($250), which [illegible] therefore be the standard [illegible] geared, fully-equipped tou[illegible] a matter of fact, the Humber people [illegible] already proved that it is quite possible to turn out such a machine satisfactorily at this figure, yet how many other manufacturers have followed their example? Anything between £55 ($275) and £60 ($300) is generally demanded for this type of machine at present."

American motorcycle manufacturers who already have agents in Great Britain are the Hendee Mfg. Co. Aurora Automatic Machinery Co.; American Motor Co.; Pierce Cycle Co. It is rumored that certain makers who have low price models see a fine field in Great Britain, and are preparing to go after a slice of British trade. As far as prices are concerned American motorcycles list considerably below British machines in the same class, but there is a stone wall of English prejudice to Yankee goods that will require [illegible] to dislodge.

[illegible] "[illegible]

[illegible] on "Ful-[illegible] launched [illegible] osity to [illegible] a rath[illegible]

[illegible] 12 [illegible] able Jan[illegible] ber 22. [illegible] ease of 5 per cent. over previ[illegible] rsements, which have been at the [illegible] of 7 per cent. per annum. It is stated that the gross sales of the company this year were approximately $13,000,000, and that it earned slightly in excess of 50 per cent. on its $2,284,000 common stock.

"Your honor," said the attorney, "I propose to show that this prisoner stole ten inner tubes from the stock in my client's motorcycle store."

Judge—"So! How do you propose to make a case out of ten inner tubes?"

PATENT INFRINGEMENT WARNING

Harley-Davidson Company State That "Ful-Floteing" Seat is Fully Covered by Letters Patent.

Finding that its "Ful-Floteing" seat has appealed strongly to other motorcycle manufacturers as a desirable feature worth copying, and [illegible] at least one manufacturer already [illegible] imitat[illegible] it to an extent [illegible] ich it [illegible] an [illegible] ringement of its [illegible] avidson Motor [illegible] es, over the sig[illegible] alter Davidson. a [illegible] lows:

[illegible] cular attention [illegible] at the Ful-[illegible] arley-Davidson [illegible] U. S. letters [illegible] ring modified [illegible] are pending. [illegible] spending consid-[illegible] xploitation of this [illegible] to permit in-[illegible] ter. To protect [illegible] been compelled [illegible] st one manufac-[illegible] that there will [illegible] tion.

[illegible] anufacturer, dealer [illegible] evices are equally [illegible] e therefore wish [illegible] sers, as well as [illegible] rchase of any [illegible] incorporates [illegible] ment of the [illegible] loteing seat ren-[illegible] to prosecution.

[illegible] s not published as a threat, [illegible] a warning. We shall, of [illegible] ct our rights to the fullest

ee Carloads of Indians.

[illegible] for motorcycles in carload lots [illegible] ual, and before long it [illegible] nothing short of an order for [illegible] to caause a ruffling of the eye-[illegible] is one of the states that takes [illegible] cycles in carload gulps, G. W. [illegible] & Co., of Waterloo, just having [illegible] with the Hendee Mfg. Co., [illegible] ass., for three cars of Indian [illegible] ext year. This will approximate [illegible] 80 [illegible] es and Campbell & Co. expect to put o[illegible] 00 machines during the coming season. [illegible] past season they sold 100, of which 58 came in one shipment. Their territory includes the northeastern section of the state, and the Indian will be handled exclusively next year.

Toronto Motorcycle Trade Organizes.

Toronto, Ont., Nov. 28.—Borrowing an idea from their brethren in New York, the leading motorcycle dealers of this city, got together at the St. Charles November 22

A HAPPY NEW YEAR

PREPARING FOR THE COMING GARDEN SHOW

Motorcycles Will be Elaborately Housed With Their Big Brothers, the Automobiles, in a Bower of Oriental Beauty—Features of the Decorative Scheme That Will Transform the Big Building Into a Wonderland.

Beautifully housed beneath a huge, rich crimson and gold canopy weighing no less than three tons, probably the largest single piece of decorative fabric ever woven together, the Madison Square Garden Automobile and Motorcycle Show will open its doors Saturday evening, January 6, and continue for a period of two weeks. Motorcycles will be shown the first week for the first time.

The motorcycle exhibition, however, will close on January 13, the date on which the automobile pleasure vehicle section of the show terminates, and the second week will be given over to commercial vehicles.

But as to decorations. The great canopy spoken of above, takes the form of an inverted oriental rug, and will immediately attract the visitor's eyes. It has a lattice-like center panel, measuring 200 by 100 feet, and fringing it are 24 other smaller panels, required to cover the Garden's iron girders stretching across the ceiling of the structure. Artisans weaving, drying and painting this gigantic rug have been working on it for ten months, and are rushing to complete it.

In the center panel is a large allegorical painting representing the triumph of the industry. Several thousand feet of floral garlands are to be draped in graceful borders about the panels, and the management is sanguine that it will be pronounced one of the most remarkable art pieces ever seen in years.

Progress of the Work of Preparation.

Monday of the present week workmen began activities in preparing the Garden itself for the reception of the exhibits, although hundreds of artisans have been at work on the decorative properties for months. More than 200 tons of steel and 1,000,000 feet of lumber are to be used in reconstructing the building. The two monster elevators which were successfully used at the last show, again will be put into service to hoist the exhibits to the balconies.

An attempt has been made by the committee in charge of the Garden show to remove or conceal the familiar lines of the amphitheatre's interior by converting it into a definite picture, which itself becomes the frame for the exhibits. While the work of doing this becomes more difficult each year, the genius of those to whom it falls seems to rise to the occasion. For the show of 1912 the pictorial idea is that of a mammoth Oriental garden. The color scheme is crimson and gold with smatterings here and there of other tints.

The exhibition spaces on the main floor, elevated platform and balcony will be carpeted with a specially woven fabric of green hue. Entering from the foyer the visitor will be confronted by a large fountain casting up sparkling streams of water. Back of this, in the center, is a statue representing the "era of motors." The splashing water from the fountain will be electrically radiant, made so by iridescent, hidden electric bulbs. All about the fountain are eight ganes or bust figures standing on pedestals ten feet high, arched by garlands of natural flowers. Half a dozen bay trees are arranged in the front of the fountain. Beyond this fountain will extend the main car display space.

Elevated Platform Plan is Repeated.

The plan of having the elevated platform and balcony above the arena boxes project over the main floor and the scheme of covering the high rear seats so as to make a sort of mezzanine floor, will be repeated this season. For the edges of the elevated platform and balcony special railings have been designed, which, like the stairways, standards, and decorative borders will be finished in gold. In the general view these railings of the platform will rise in three rows in front and rear, and two rows on each side of the interior.

Along both sides of the arena will be boxes or lodges similar to those of the horse show, seating 1,200 people. Extending about the arena, towering to the dome, will be a number of ornate, impressive steel columns, which add much to the stateliness of the whole effect. These columns support the balconies.

The Entrance and the Smaller Halls.

Upon entering the Garden, the foyer, wide and deep, will be decked out on each side with thick boxwood hedges, in the recesses of which marble figures on tall pedestals, sculptured by the eminent Martini will present a pleasing, artistic effect. The ceiling will be clustered with vines and natural flowers. On the right is the exhibition hall, while following straight ahead the main garden greets one.

This exhibition hall is being transformed into a California patio, the entire grape arbor setting being thoroughly characteristic. A huge pergola will extend about the room while stretching around the four walls is a mammoth landscape painting by Pal representing a golden sunset in Southern California. The pergola has stucco columns supporting it, and is topped with a tiled roof. The center part of the pergola is open overhead. In the midst of this is a much smaller one with foliage-entwined cross-beams. Peering upward a blue sky is seen through the lattice of vines.

The "Concert Hall" reached after passing up through the Garden proper will be found transformed into a veritable Japanese canopy of white cherry blossoms—the branches being so covered that the ceiling can not be seen through them. These branches of real cherry wood were cut last spring and stored away especially for this purpose. The artificial blossoms will be scented with the natural, dainty perfume. Circling the room will be a panoramic landscape scene depicting the "Land of Flowers" in all the glory of its full bloom, with Fuji-Yama, the sacred mountain of Japan, towering in the distance.

What the Basement Has to Offer.

A Spanish Bodega in a Californian setting will be found in the basement—one of the quaint features of the show. There is a huge iron gateway surmounted by a "tympumen" upon which is painted two toreadors drinking to their hearts' content. Inside stucco columns rise to the ceiling and on the back wall a gigantic mirror adds the illusion of great size to the room. Mission furniture and the California scenery seen through the arches in the side walls will give the place a pleasing, romantic atmosphere.

Will Show Famous "Tourist Trophy."

Motorcyclists will be interested to know that the celebrated "Tourist Trophy," which was captured by Oliver Godfrey, on an Indian machine in the Isle of Man race, last July, will be on exhibition at the stand of the Hendee Mfg. Co., at both the New York and Chicago motorcycle shows. The Trophy is a solid silver figure of Mercury mounted on a winged wheel, is 38 inches high, and valued in American money at $500. It represented what is commonly acknowledged as the most important road race in the world, which this year was not only won by an American machine, but was also triply cinched by the capture of second and third places as well, the greatest triumph ever scored abroad by a Yankee motorcycle.



December 31, New York City—Annual New Year's Eve midnight bicycle race from Monument Square and Concourse to City Island bridge and return, under the auspices of the New England Wheelmen.

December 31, Brooklyn, N. Y.—Annual mid-night bicycle run, Bedford Rest to Valley Stream, L. I., under the auspices of the Eastern Division, C. R. C. A.

December 31, Brooklyn, N. Y.—Annual New Year's Eve. mid-night scorch from Bedford Rest to Coney Island and return, under the auspices of the Empire City Wheelmen.

January 1, Buffalo, N. Y.—Sixty-fifth Infantry A. A., Arsenal, bicycle races and athletic games.

January 1, Tampa, Fla.—Tampa Motordrome Racing Association Motorcycle meet at Tampa Bay half-mile dirt track.

January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 10, New York City—Hotel Astor, 2 P. M., meeting of Executive Committees of the Cycle Jobbers' Association and Joint Committee of Cycle Jobbers' and Cycle Parts and Accessories Association.

January 10, New York City—Hotel Earlington; dinner tendered to motorcycle, bicycle and accessory manufacturers by Motorcycle Dealers' Association of Greater New York and the United Cyclists. Tickets, $2 each, may be secured from H. A. Gliesman, 782 Eighth avenue, New York.

January 11, New York City — Hotel Astor, 2 P. M., joint meeting of Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association and Cycle Jobbers' Association.

January 11, New York City—Miami Cycle & Mfg. Co., annual dinner to agents at Hotel Breslin; 2:30 P. M.

January 11, New York City—Meeting of the Motorcycle Manufacturers' Association, Hotel Astor.

January 13, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue and 42d street.

January 13-27, Philadelphia — Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

February 3, New York City—Company "K," 22d Regiment and Morningside Athletic Club, bicycle races and athletic games.

February 3-10, Chicago, Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory, under auspices of National Association of Automobile Manufacturers.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 21-28, Toronto, Ont.—Motorcycle show in Toronto Armory.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

Motorcycles for Assistant Fire Chiefs.

Mayor Stratton, of Reading, Pa., is strong in his advocacy of the city procuring motorcycles for the assistant chiefs of the fire department of that municipality. The mayor thinks there is nothing so practical for immediate availability for the purpose of quick service as the motorcycle, and as the assistant chiefs have other vocations during the day time in a city of the size of Reading, they must have a speedy conveyance in case of an alarm of fire in their districts. The idea is worthy the consideration of wide awake chief executives in other cities throughout the country.

Canadian Salesmen Convene at Montreal.

Montreal, Que., Dec. 28.—Branch managers and salesmen of John Millen & Son, Ltd., of this city, distributers for motorcycle accessories, with branches throughout the Dominion, attended the second annual sales convention last week. The commercial conclave lasted four days, and was interspersed with theatre parties, suppers and bowling parties. Representatives of several accessory manufacturers in the United States were present. One of the results of the gathering was the adoption by the house of a new trade mark "Millenium," which is now commissioned.

PLANNING WHEEL ABOUT LONDON

English Cyclists Taking Kindly to a Summer Tour Around the World Metropolis —A Picturesque Run.

Americans, familiar with the annual "Wheel About the Hub," a fixture since its organization with the Boston Bicycle Club, this country's oldest cycling club, will be interested to learn that their English cousins are now seriously contemplating promoting a run of like nature round London.

England's cycle governing body, the National Cyclists' Union, is fathering the proposition which at present is being planned to occur some time in June next. The plan of the run, submitted by a cycling enthusiast, James Blair, while essentially the same as that of "The Wheel About," differs from the latter in that it will be open to promiscuous entry, and there also will be four starting points on the proposed circle at the cardinal points of the compass from which starts will be made simultaneously.

It will be open to all bona fide cycling clubs and companines of cycling corps attached to the local militia. Any number can enter, but the minimum number to score for the prizes and medals would probably be five, and the maximum 15.

The riders will be started from four different points round London, at a distance of about 15 miles from Charing Cross. They will ride in a clock-wise direction right round London, crossing the Thames by the Tilbury-Gravesend ferry, until they reach the starting-point again.

The distance would be approximately 100-120 miles. Another route under consideration is one of a 20-mile radius, the complete distance being about 160 miles. The ride would open up stretches of country and many charming lanes at present unknown to thousands of London cyclists, for the territory surrounding the world's metropolis abounds with rustic beauty.

A limit of speed of 10 to 12 miles an hour would be fixed, and the riders would have to keep to a time table, with "controls" at various points. They would be penalized for arriving early or late at controls, and in each would have to wait 15 minutes before proceeding. A trophy and medals are proposed for the winning team, as well as other prizes.

The best date is a very moot point, and one on which the N. C. U. is earnestly considering. The proposal now before the Union is to start the ride at 3 o'clock in the afternoon on a Saturday in June, the ride to finish in the small hours of Sunday morning. The long summer days in June and the choice of date to coincide with a full moon would remove all the ordinary difficulties of night riding.

Four Month's Motorcycling in Europe

By WILLIAM STREIFF

Part IV

After crossing into Italy we passed through several small towns, but not until we reached Milan, did we have any exciting or humorous adventures. At the N. S. U. agency there we picked up a newspaper, not with the idea of reading it, because we could not, but to look at the pictures. To our surprise we found the Singer sewing machine, National cash register, and several other well-known American articles advertised therein. Many American products are very extensively advertised throughout Europe.

Milan is infested with dogs, many apparently homeless, but all muzzled, in accordance with a police regulation. Taking a stroll Sunday morning, we noticed women washing soiled clothes on the banks of a canal. In Strassburg, Germany, they do it from houseboats. Street car fares vary considerably in Milan. Once we boarded a car, and after paying 10 centimes, or 2 cents, rode to the end of the line. On the return trip the conductor demanded 20 centimes, or 4 cents, and after much argument we settled.

Milan's "Broadway" Strollers.

On Sunday evening, practically the entire populace turns out to stroll along the boulevards, recalling dear old Broadway, in New York town. We visited the Victor Emanuel arcade, which is laid out in the form of a cross and is three stories, the roof being entirely of glass. Across the street is the Milan cathedral, almost 400 years old, and containing over 2,000 statues. It is not finished yet, and workmen still are laboring on it. The N. S. U. agent in Milan, having taken quite a fancy to Esler's Indian, he sold it at a good price, and therefore was relieved of the burden of taking it back to America.

One night while writing a letter in the hotel dining room, a waiter came and took the ink bottle away and placed it before another person. I tried to tell him that I had not finished, but he shrugged his shoulders, and apparently did not understand. Next day I told Esler that I was going to leave the place for that insult. When we asked for our bill, we found an overcharge of 2 francs, which was explained as covering ink and electric light. We made a fuss about it, and finally it was reduced to one franc, and we were so angry that we left without tipping anyone.

When we boarded a trolley early that morning, the fare was only 5 centimes or 1 cent. We found later that special low laborers rates were in force when the populace goes to and from its daily toil, and everybody rides. Another thing that impressed us was the tameness of the doves, who flock about the city in great numbers. They feed in the streets and easily are approached. To molest them would invite disaster on one's head, for the people are very kind to them.

Allow Five Minutes to Call "Central."

People in America who fume about the delay in getting "Hello Central" would go mad in Italy. You have to shout "Pronto" for about five minutes, sometimes, before she answers. Investigating a sign reading "Bigliar do," we found it was the location of a billiard parlor. The co-operative store system has been developed strong throughout Italy, and particularly in Milan. Six stories is the maximum height of Milan buildings. In the residential section on washday the windows are filled with clothes hung out to dry, as there seem to be no yards attached. Motorcycles are very popular in Milan, the lightweight being preferred.

Esler being without a machine, of course our road traveling together was over, so he stayed in Milan while I took a run to Venice, an eight hour trip. Although it was very cold I enjoyed the trip immensely. I sailed around in a gendola for 40 cents an hour, gliding through nearly all the famous waterways. The canals are dredged by hand labor when they fill up.

Venetian Furniture "Vans."

An interesting sight was witnessed in St. Marks place, where the tame pigeons come to feed by thousands. There is a famous church here also, the largest spot of land in Venice. Of course gondolas are the only means of transportation, for the streets are waterways, and the canals run right past the doors of the houses, which, of course, have landings. It was amusing to see the household goods of a perambulating family, being transported in a gondola.

I made the return to Milan in six hours, and reached the hotel at 1 A. M., having to pound on the door half an hour before I was admitted. We left Milan at 4 P. M., or 16 o'clock, as they call it. They do not divide the 24 hours into two periods, A. M. and P. M., but after 12 o'clock, continue right on to 13 o'clock, to 24 and begin over. A cab driver tok us and our outfit three miles to the station for 30 cents, which was dirt cheap. The ticket taker told us that we would have to ship all our luggage as baggage, and could not take it in the car with us. We certainly were loaded with grips, packages and spare tires.

Talk about the famous slow train of Arkansas in the United States; it was not to be compared with the outfit which we took a chance on making Paris in. When we reached the Italian border we learned that the train would tie up at Zurich, Switzerland, for the night, instead of going through as booked. Therefore we had to spend the night in Zurich.

Next day we had to change cars about eight times on the way to Paris. In Italy and Switzerland they punch your ticket almost every time the train stops, while in Germany and France, they punch it when you get aboard and debark. You are not disturbed about tickets while riding in the latter countries. Passing one small



BIDDING FAREWELL TO THE ALPS ON ENTERING ITALY





CHARACTERISTIC SCENES ALONG VENICE'S "MAIN STREET"—THE GRAND CANAL

station, Esler noticed a pile of bricks with holes through them, and asked what the holes were for. I explained that they not only made the bricks lighter without weakening them, but also made them less expensive to manufacture.

Powder Puff Slot Machines of Paris.

At Petit Croix, the French frontier, we were asked for our passports for the first time on our trip. We also had to set our watches back an hour on re-entering French soil, the time of that country being an hour earlier than the others. Arriving in Paris late at night, we immediately hunted up a hotel. Next day we secured steamer tickets, and headed for Boulogne where we were to take ship. While waiting for the train, I invested a 10 centime piece in a slot machine, expecting to receive a chocolate bar in exchange, but instead I drew a small box of powder and a puff. Esler went into paroxysms of laughter, and attracted a crowd, who wondered what it all was about. These powder and puff machines are very numerous and popular in Paris.

It was raining hard when we reached Boulogne, and we tried to engage a cab to take us to the dock, but none was to be had. So we had to foot it in the storm, and were thoroughly drenched when we reached the pier. After waiting two hours, we were advised to return to a hotel and wait until sent for, as the sea was so rough that the tender could not go out to the ship, which was lying in the open roadstead outside the breakwater. However, it was noon next day before we were taken aboard ship, in the meantime being the guests of the steamship company. We learned that most of those aboard had been seasick during the rough weather, the day before.

On the Atlantic Highway.

On Monday afternoon we sailed, and had a stormy passage down the English Channel, to Southampton, where we called for more passengers. When we weighed anchor for New York, we had 2,000 passengers aboard. Very rough weather for the first two days, prevented the passengers getting acquainted or planning any amusements. Much to our surprise neither of us were victims of mal de mer.

Hallow'een night, October 31, found us on the Atlantic highway, and the young folks aboard had a jolly good time with parties, games, and general cutting up. One night a dance was held in the second cabin, the ship's orchestra furnishing music, and this was one of the pleasantest events of the homeward voyage. We reached New York on a Thursday night, and although we had been given to understand that we would be allowed to stay aboard until Friday morning, the customs officers boarded us that night, and then all were chased ashore. Of course we did not mind much, being familiar with our surroundings, but it was hard on the foreigners who never had been here, and were unused to American ways, and particularly to hurry-up methods. We landed in New York November 3, just 129 days after we had left it, and completing what we believe was the longest European motorcycle trip ever accomplished by American motorcycle tourists in such a period of time.



ST. MARK'S PLACE, VENICE

We were glad to be home, under the Stars and Stripes once again. We had ridden 5,128 miles, visited the British Isles, Holland, Belgium, Germany, Italy, Switzerland and France, and the principal cities thereof, and acquired an immense store of knowledge of the countries, their inhabitants and customs. Our trip was not as expensive as otherwise would have been the case, for very frequently we were guests of N. S. U. agents. As a au revoir, we both fervently unite in advising American motorcyclists who contemplate a European trip to "See America First; then Europe if you will."

Restrictive Laws Arouse Canadian Protest.

Toronto, Ont., Dec. 28.—Onerous local traffic regulations designed for automobilists and motorcyclists have so exasperated the latter that last week a delegation from the Toronto Motorcycle Club waited on the police commissioners to ask for a separate ordinance. The trouble lies in the fact that when the ordinance was drawn the authors saw only automobiles and tacked on motorcycles without realizing that the latter differed considerably, and that many of the provisions of the statute worked a hardship when applied to the two-wheelers One of the recent amendments which has brought forth a storm of protest from the riders is the edict that all self-propelled vehicles shall come to a dead stop in approaching motionless trolleys. Another objection raised was against the order requiring machines to display numbers painted on the headlights. It was pointed out by the delegation that not a single motorcycle accident yet had occurred in city streets, and that therefore the machines were entitled to more consideration than the present statute gave them. The club has engaged counsel to conserve its interest at a traffic conference to be held, and will submit copies of the traffic rules in force in New York and other large American cities.

ENGLAND'S EXPORTS AND IMPORTS

Interesting Figures Showing Healthy Conditions of Industry—Exports Increase —Import Values Show Advance.

Speaking of Great Britain's export bicycle and motorcycle trade, the current issue of the Cycle and Motorcycle Trader and Review, says:

"The figures for the month of November which have just been published denoting a continuance of the increase in the export trade which has been such a feature of the overseas' trade during the year. During the month we exported £47,004 of cycles, which compares with £39,880 in 1910. This increase puts the totals for the eleven months of the year well ahead of the previous year, the figures being £559,604, as against $504,994. There was a decrease in the value of parts exported during the month, £109,695 as against £111,498, but the total for the eleven months £1,317,555, is still ahead of last year when the trade was valued at £1,298,646.

"The Board of Trade returns for November show an increase in both imports and exports. The value of the month's imports was £65,432,935, which is £1,343,083, or 2.09 per cent. more than the total for the same period last year. Exports of British produce totaled £40,986,391, an increase of £4,088,966, or 11.08 per cent. For the eleven months of the year the value of the imports was £615,674,630, an increase of £6,353,717, or 1.04 per cent., compared with the same period in 1910. Exports of British produce for the eleven months reached £415,710,581, an increase of £22,544,880, or 5.73 per cent."

Anent the import and export business in bicycles, motorcycles and parts, the following comparative table gives a comprehensive review of cycle trade conditions in the "tight little isle":

Bicycles.

	1909.	1910.	1911.
Exports (Month of Nov.):			
Number ...	7,140	9,368	11,958
	£	£	£
Cycles	31,979	39,880	47,004
Parts	90,955	111,498	109,695
Total	122,934	151,378	156,699
Exports (Eleven Months ended Nov.):			
Number ...	98,415	120,450	136,635
	£	£	£
Cycles	433,191	504,994	559,604
Parts	1,057,868	1,298,646	1,317,555
Total	1,491,059	1,803,640	1,877,159
Imports (Month of Nov.):			
Number ...	33	26	22
	£	£	£
Cycles	244	159	157
Parts	11,248	18,791	16,049
Total	11,492	18,950	16,206
Imports (Eleven Months ended Nov.):			
Number ...	499	418	340
	£	£	£
Cycles	3,575	2,944	2,496
Parts	160,856	183,772	205,656
Total	164,431	186,716	208,152

Motorcycles.

Exports (Month of Nov.):			
Number ...	281	399	1,174
	£	£	£
Cycles	10,819	15,309	46,113
Parts	4,106	2,816	11,367
Total	14,925	18,125	57,480
Exports (Eleven Months ended Nov.):			
Number ...	1,576	2,963	6,481
	£	£	£
Cycles	57,764	108,655	244,406
Parts	30,828	34,879	67,935
Total	88,592	143,534	312,341
Imports (Month of Nov.):			
Number ...	94	66	69
	£	£	£
Cycles	2,886	2,101	2,216
Parts	3,009	4,771	7,177
Total	5,895	6,872	9,393
Imports (Eleven Months ended Nov.):			
Number ...	1,353	1,340	1,274
	£	£	£
Cycles	38,250	42,756	39,955
Parts	27,036	51,803	62,024
Total	65,286	94,559	101,979

Tandems Increasing in England.

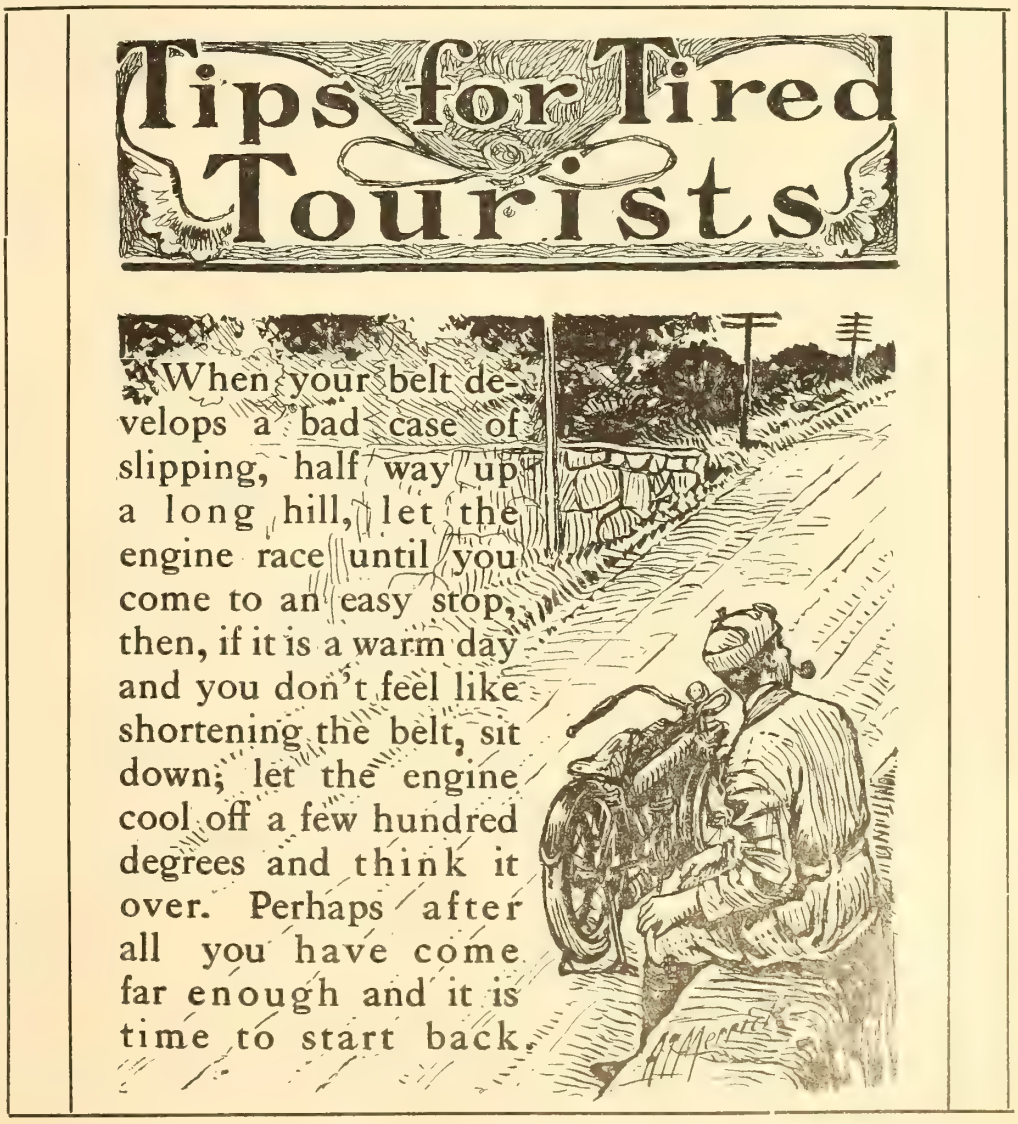
Word comes from the land of the sturdy Briton that tandem riding is gaining vogue to an extent which indicates there are probabilities of the two-seater again becoming favored as a pleasure vehicle. One leading maker has re-introduced it as standard.

Switzerland As a Bicycle Market.

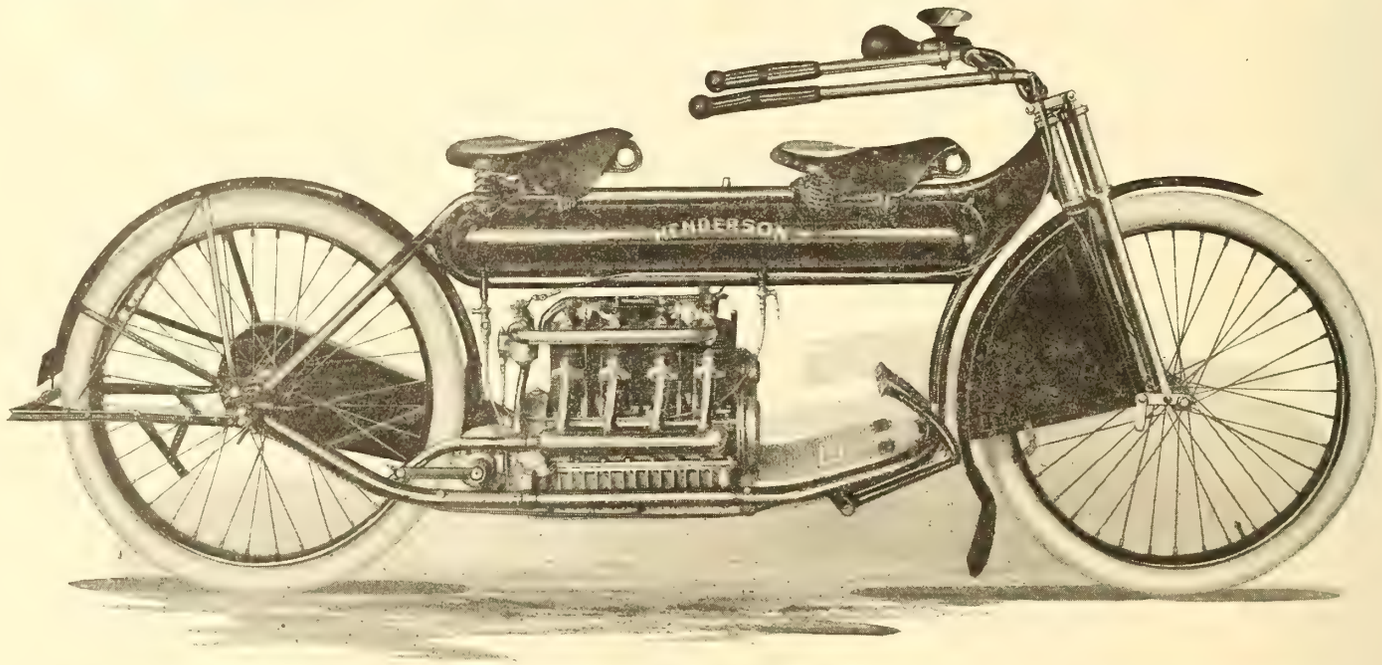
Official returns show a considerable increase in the import of bicycles into Switzerland in the first six months of 1911 as compared with the corresponding period of 1910. There were altogether in the first half-year of 1911 imported 17,832 bicycles valued at $433,617; in the same period of the previous year, 16,217, valued at $396,153.75. Swiss exports are very insignificant, amounting to but 85 machines in 1910 and 82 in 1911. Imports from various countries, shown by numbers of machines, are as follows:

Germany	14,352
Austria-Hungary	111
France	1,825
Italy	325
Holland	164
Great Britain	1,015
Other Countries	40

It will be observed in the foregoing table that the United States is conspicuous by its absence and in view of the fact that the use of bicycles evidently is increasing in Switzerland, it is timely that some of our manufacturers who are making a bid for export trade should look into this field so apparently monopolized by Germany.



1912 HENDERSON



A Few Henderson Points

No Noise.
No Vibration.
Roomy Foot Board.
Positive Lubrication.
Starts With a Crank.
Every Cylinder Cools.
Low Center of Gravity.
Bosch Auto Type Magneto.
Eclipse Free Engine Clutch.

4 CYL. **Price $325** **7 H. P.**

If you would like to have a few more points write for booklet.

HENDERSON MOTORCYCLE CO.

Detroit.

No Noise!

The Henderson four cylinder motor is the smoothest, quietest, sweetest running little motor, that was ever designed.

A well known rider recently referred to it as the sassiest, snappiest machine he had ever ridden on.

You can throttle down to a walk in thick traffic because the motor is flexible.

Flexibility means ability to apply what power you have to best advantage under all conditions.

With a flexible four cylinder motor you can throttle down and then get away quickly. It means you don't have to rush the hills. The Henderson approaches a stiff grade slowly and still makes a conquering hill climb.

It is easy riding, too. The combination of long wheel base and low center or gravity makes it so. You get the minimum of road shocks with this construction and IT HOLDS THE ROAD.

Mr. Dealer:—Is your line complete? No! You need the Henderson! A strictly high grade 4 Cyl. 7 H. P. Machine at $325. The live ones are getting in line fast. Better write quick, or see us at the New York Show

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F. A. M. Commissioner and well-known motorcyclist. He is lieutenant of the city's motorcycle police squad.

going. And with the assistance of French's cash register there will be something doing ere many days wander by.

Also, George Kreamer, of Brooklyn, pens a few words to French, advising in a paternal manner that the time is now ripe for some speed sport in this town. He is soft on Riverside Park, but French refuses to listen. Kreamer is also pining to put up this track, and comes across with some good ideas on how it can be done. Now all this leads up to one thing, and that is that the palaver about a motordrome has been hidden away in the cellar, and certainty has popped up as a Christmas gift, and from now on everything will whirl along merrily until gentle spring ushers in her purring zephyrs, and then the band will play, the lights will shine bright, the atmosphere will ring with lusty rah-rahs, the pistol will crack and the speed boys will gallop off to new records and plenty of your Uncle Sam's purchasing power.

Derkum to Manage Los Angeles Track.

Los Angeles, Cal., Dec. 28.—Paul J. Q. Derkum, better known as "Daredevil," is slated to manage Jack Prince's new track here. Jack has promised, on a deck of dollars, that his new bowl will have its speed baptism January 21. Maybe so, maybe so. It will be a quarter-mile dish, and Jack plans to run Sunday meets until May, when he will hie back to Chicago to reopen Riverview. It is expected that Derkum will prove the best manager who ever staged meets in this city, because of his racing experience and his intimate knowledge of the riders. Prince gives his usual guarantee of 95 mile speed for the track.

ARMSTRONG IS MOTORSTRONG TOO

Beats Balke in Rousing Race at Oakland—Ward Shines Bright Also—Wolters Gathers "Toothpicks."

Oakland, Cal., Dec. 25.—Earl Armstrong, and Al. Ward, of the Excelsior and Indian teams, divided honors at the Elmhurst motordrome meet, Sunday, December 24. Armstrong took the biggest share, the 10-mile free-for-all, while Ward cashed the six mile heat scramble. Walker was the king of the shamateurs, annexing the five-mile handicap.

The 10-mile everybody out, proved the big scream in the bill, and was anyone's race until Armstrong nosed Balke out by a wheel. Balke had second berth cinched. Balke led for 11 laps with Armstrong, Seymour and Ward close coupled behind. On the 12th lap Ward went to the front as though shot from a cannon, and held the lead for a lap when he punctured. Ward's passing left Balke in front, and Seymour dropped out in the same lap, leaving Armstrong and W. Samuelson to take care of Balke. Armstrong crept up slowly on Balke, whose desperate efforts to stave him off, energized the crowd to a frenzy, and the last lap was a bedlam party. Samuelson took the leavings.

Just after winning the first heat of the six-mile, Wolters was transformed into a human lumber yard, temporarily, and was whittled off the card for the day. He just had beaten Armstrong and both skidded; Wolters being in front Armstrong struck his rear wheel and Wolters was richocheted along the track for 100 yards, being severely bruised and punctured by splinters in many places. Seymour with his new direct drive, eight-valve Indian, easily took the second heat from Ward. In the final Ward again sprung his cannon ball jump on the field, and they could not close the gap.

As usual, the motorcycle races overshadowed the automobile events, and the antics of a pair of tame airmen were laughable in comparison, from a spectacular standpoint. The second instalment of the double bill was held to-day, Christmas, but the motorcycle events were farcical, and had no semblance of competition. Summary:

Six mile professional—First heat, three miles. Won by J. Wolters (Excelsior); second, Earl Armstrong (Excelsior); third, J. Albright (Indian). Time, 2:06⅕. Second heat, three miles. Won by Ray Seymour (Indian); second, Al. Ward (Indian); third, T. M. Samuelson (Indian). Time, 2:13⅖. Final, six miles. Won by Al. Ward (Indian); second, Earl Armstrong (Excelsior); third, J. Albright (Indian). Time, 4:11⅘.

Ten mile professional—Won by Earl Armstrong (Excelsior); second, C. Balke (Excelsior); third, W. M. Samuelson.

Five mile amateur handicap, stripped stock class—Won by Walker (Indian); second, Lorenzen (Indian); third, Kohl (Indian).

Canadian Cyclists Expect New Track.

Toronto, Ont., Dec. 26.—Bicycling interests in Toronto are on the hop, even in the midst of the off-season, on account of the prospects of a new board saucer at Scarboro Beach, the home of the sport in the summer months, and the approach of the Olympic carnival at Stockholm. The announcement was made this week that two absolutely new bicycle clubs were in the process of formation there, and both are liable to cut some figure in the coming season, judging by the material in hand. One of the organizations, yet nameless, is being created by Fred McCarthy of Stratford, Ontario, well-known at Newark, and Joe Golden of the Toronto Club. McCarthy has been reinstated to the amateur ranks by the Canadian Wheelmen's Association, and having removed to the Canadian metropolis, is taking a deep interest in the wheeling affairs of his new home.

The other club, to be known as the Riverside Athletic Association, 58 Strange street, has already signed up several stars and a few youngsters, and indications are that a strong team will be placed on the track next summer.

Auburn Motorcyclists' First Annual Dinner.

Auburn, N. Y., Dec. 26.—Echoes of the first annual banquet of the Auburn Motorcycle Club, which was held on the evening of December 7, in the palm room of the Osborne House, are still ringing in the ears of those fortunate enough to attend. Forty-five guests, all told, sat down to the tables, with President Edwin Spooner at the head. After an elaborate menu had been served, cigars and speechmaking were in order, and the officers presented in their addresses many incidents that helped to contribute to the success of the organization during the initial year of its existence. Secretary Harrington gave a short review in his address of the work done, and said that the time was not far distant when the club would have to rent a home of its own, so marked was the interest manifested by the motorcyclists of Auburn in club fellowship.

Sec'y Gibson Issues New Year's Circular.

This being the season of the year for "turning over new leaves," morally, as well as otherwise, Secretary Gibson, of the F. A. M., is sending out "straight talk" circulars to delinquent members, suggesting that their list of New Year's resolutions include a resolve to send in their renewal, and stay in the fold. He calls attention to what the F. A. M. already has done, what it hopes to do, provided enough of the "sinews of war" are forthcoming and the value of membership in the national organization.

Reliability Run in Northern Ohio.

Lorain, O., Dec. 24.—The fourteen starters in the holiday reliability run of the Lorain Motorcycle Club, which took place to-day over a 110-mile course, held an informal debate at its conclusion, over the old problem as to which furnishes the most happiness—anticipation or realization. It was finally decided that the best time of all was after the run, telling each other of their hard or comical experiences. Checking stations were in Elyria, and at the rooms of the Cleveland Motorcycle Club, where the tourists were well entertained. A ride was made from Cleveland to Dunham Hill, about 12 miles out, for a hill climbing contest. On account of the snow and slush, only two riders, George Williams and Thomas Lynch, both riding Indian "fours," were able to make perfect scores. The event will be made an annual fixture.

Capital City Motorcyclists Are Busy.

Washington, D. C., Dec. 26.—At a meeting of the reorganized National Capital City Motorcycle Club, held at the handsomely equipped club rooms, 908 Pennsylvania avenue, last week, the following board of officers was elected for the ensuing year: President, F. Yowell; vice-president, F. Dodson; secording secretary, S. Eaton; corresponding secretary, T. Wansleben; treasurer, C. Cross; captain, G. Beall; first lieutenant, S. McPherson; guard, W. H. Throop. The first named six officers, with J. S. Berryman and H. B. Cohen, make up the board of directors. Addresses were made by the newly elected officers, the keynote of which was the expression of a desire for concerted action on the part of the members for the business and social interests of the club.

When the Magneto Gears "Talk."

With the advent of cold weather, motorcyclists who have magneto equipped machines may be puzzled by a squeak or chatter emanating from the driving gear case. It generally is caused by the shaft ends of the magneto driving gears becoming dry, as the heavy grease in which the gears are packed solidifies in a low temperature and often fails to reach the shaft bearings. The remedy is simple, all that is necessary being to remove the cover plate of the gear case and lubricate the ends of the gear shafts and bushings with light oil, then replacing the cover. If one is unfamiliar with timing a magneto, extreme care should be taken not to unmesh the gears after the cover plate is removed. One treatment of this sort generally will suffice for a winter's riding.

Bowser Now a Nebraska Indian.

Roy Bowser, the expert rider, who is so well known in the Chicago district, has joined the Indian sales forces and has gone on the road, covering Nebraska and Kansas.

QUARTERLY TRIALS FOR YANKEELAND

Large New England Centers to Be Asked to Participate—Classes Provided For All Types of Machines.

Springfield, Mass., Dec. 27.—New England may be the theatre of some big motorcycle contests next year, if plans now in the incubator are hatched, and there is every likelihood that they will be. Recognizing that New England offers some of the most ideal roads and scenery to be had in the country, and therefore is a tourist's paradise, but nevertheless little realized or appreciated as such, R. W. Ellingham, of the Hendee Mfg. Co., is sounding riders in various sections of that district, relative to the advisability of staging a series of quarterly trials, along the lines of the famous trials of the Auto-Cycle Union, of Great Britain.

Ellingham believes that such contests not only will do much to accelerate motorcycle sentiment in New England, where it has been rather sluggish, but will also advertise that territory to motorcyclists in other parts. While still in a tentative state, the skeletonized plan, as outlined, calls for four trials, each to be promoted from a different city, as for instance, Springfield, Boston, Worcester and Providence, all live motorcycle centers. Each trial will be different, in that one will embrace a hill climb, another a 24-hour reliability, another an economy test, and so on.

Also, classes will be provided for all types of machines, in order to secure as many entrants as possible. Sidecars, forecars, tricars, tandems and even three-passenger machines will be eligible, as well as the regular solo type. Of course there will be no restrictions on cylinders, other than the F. A. M. 61-inch displacement limit. It is planned to solicit the F. A. M. to assume control of, and conduct the trials, in order that national prominence and prestige may accrue to them.

Great enthusiasm over the project has been manifested by riders in Springfield, Worcester and Boston, to whom the plan has been broached. Ellingham plans to hold a meeting of those interested during New York show week, on Friday night, January 12, around a festive board, when it is hoped to develop and launch the project in full form. The meeting will be an open one, and as a large number of New England riders will be at the show, a large attendance is forecasted. In the meantime Ellingham solicits suggestions from all interested. It is even possible that the contest may be expanded to take in New York City.

Christmas Party of Toronto Motorcyclists.

Toronto, Ont., Dec. 28.—Thirty-six members of the Toronto Motorcycle Club shuffled cards at the big Christmas euchre party. Race track stars did not shine as manipulators of the paste boards, the honors going to Jack Scott and Howard Schuch. Scott drew a box of neckwear, while Schuch drew down a pair of Mutt and Jeff statuettes.



HOW THE YEAR LOOKED TO THE MAN WITH TIRE TROUBLES

Trenton's Indian Agent Tenders a Banquet.

Trenton, N. J., Dec. 26.—John Sykes, Jr., who took the agency for Indian motorcycles in this city, gave a "coming out banquet" recently. Places were laid for 60 guests, who included all the prominent riders in and about the city of Trenton, and the new Indian was given a prominent position in the dining hall. Addresses were made by R. S. Crist, president of the Central Jersey Motorcycle Club; Geo. B. Yard, secretary and treasurer of the same club; Alvin Sykes, John Hopper, John Sykes, Jr., and others.

Interest in motorcycles is fast increasing around Trenton, and with such a wide-awake and able representative as Mr. Sykes, the Indian will greatly strengthen its position.

Big Year Predicted in Washington.

Seattle, Wash., Dec. 23.—Local motorcycle dealers have had the best sales season in the history of the business and are looking forward to prosperity with a big P for 1912, despite the fact that it is presidential year, which generally is considered as an era of business depression. Several dealers are planning to take larger quarters, after the first of the new year, and at present are carrying more prospects on their books than ever before. The extensive improvement of the boulevard system this year, has stimulated the sale of machines very materially.

Johnson Distributes Christmas Souvenirs.

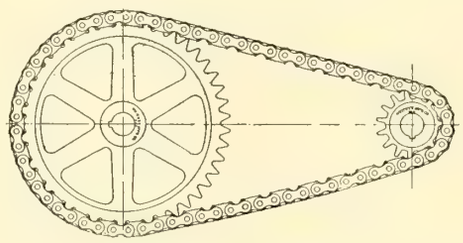
Friends of Fred I. Johnson, of the well-known Fitchburg, Mass., family of cycle makers, and one of the most pouplar men in the cycle trade and sport, were the recipients last week of pleasing reminders of the givers kindly remembrance in the shape of a blotter with a beautifully embossed celluloid art cover on which is conveyed the season's greetings.

Whitney Unrolls a New Chain.

After exhaustive experimental work extending over a period of years, coupled with rigid tests in the service of a limited number of patrons, the Whitney Mfg. Co., Hartford, Conn., is offering to the trade its new silent type chain. One of its most important features is, that the sprocket wheels used in connection, require no flanging, or grooving, thus making the entire width available for wear. This advanced construction is secured through the agency of guide plates, which are a part of the chain, as will be noted in the accompanying illustrations. The guide plates are connected by outside plates, which give added tensile strength. Long life is secured by the manner in which the links are assembled, each having four wearing surfaces.



NEW WHITNEY SILENT CHAIN



SPROCKET WHEELS FOR SILENT CHAIN

Hardened steel bushings are forced into the guide plates, by machinery, insuring secure and permanent fastening. The steel links revolve around the bushings, while the hardened steel rivets, which also are forced into the outside plates, turn within the bushings. The chains are made in various sizes and can be furnished for camshaft and magneto drive.



ANNUAL RUN OF PHILADELPHIA H-D RIDERS TO EGG HARBOR

Every year the Harley-Davidson riders of Philadelphia and Camden, N. J., make to run to Egg Harbor, N. J., as guests of Alexander Klein and William Heckenhorn, the Philadelphia and Camden agents, respectively. This year the run was made October 28, and 71 riders participated. The American Hotel, shown in the photograph, was a famous rendezvous for bicyclists in the '90's.

What Ontario Tradesmen Are Doing.

Toronto, Ont., Dec. 28.—George Bain, formerly connected with the Motorcycle and Equipment Co., representatives for the Flanders, has removed to Calgary, Alberta. He will open a motorcycle depot under his own management and take on several British machines.

Percy A. McBride, local representative for the American Excelsior, is in Chicago attending a sales convention at the factory.

Business expansion has forced the Dunlop Tire and Rubber Goods Co., the largest motorcycle and bicycle tire maker in the Dominion, to increase its facilities. Plans have been approved for additions affording 30,000 square feet of additional "elbow room." The new construction will comprise a one-story addition 167 x 60, and a three-story building 100 x 60.

How "Mr. Sullivan" Works His Scheme.

E. E. Fenn, a well-known dealer in motorcycles and bicycles, at Bloomington, Ill., writes that a smooth, well-dressed young man, who passes under the name of Sullivan, is posing as an expert on carpet sweeper repairing, and is victimizing the cycle repair shops in that vicinity. He works himself into the confidence of the dealer, gets him to stand good for such ready material as he may need, and after doing business for a week, leaves town all of a sudden, leaving unpaid his board and other bills. When "Sullivan" canvasses the town he passes out cards to each house with the cycle dealers' advertisement thereon, in connection with his own announcement. Mr. Fenn warns all dealers to look out for him.

Pointers for Cleaning Leather.

Cleaning leather trimming or upholstery of a side car, or fore car passenger seat with gasoline, naptha or anything of this nature soon will take away the natural luster of the leather and cause it to become hard and crack. A good cleansing solution for leather is a ten per cent. solution of ammonia; that is, nine parts of water to one of ammonia. The leather should be sponged off with this solution to remove dirt and grease, and afterward rinsed with clear water. It then should be rubbed thoroughly dry with chamois or a soft cloth, which treatment will restore the lustre. A leather dressing also may be applied if desired.

While long motorcycle trips with one rider "up" are of ordinary occurence nowadays, four-figure tandem tours still are rare enough to be unusual. Perhaps the longest motorcycle tandem ride of the season was taken last month by Ray G. Pratt, of Waterloo, Ia., who with a companion, motored 1,000 miles on a Harley-Davidson four horsepower single. They report a very enjoyable time, unmarred by trouble of any sort. The trip boosted Pratt's total mileage for the season to 7,000.

OLYMPIC TEAM PLANS ASSUME DEFINITE FORM

Country-Wide Interest Shown by Clubs and Unattached Riders—Mapping Out Training Systems—Prospects of Approaching Dinner to Trade Exceedingly Auspicious, Portending Huge Success.

Subscriptions Pledged to the American Olympic Bicycle Race Fund.

B. A. Swenson, Providence, R. I.	$10.00
H. A. Gliesman, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
United Cyclists (Collection)	10.00
Eastern Division, Century Road Club Association	10.00
New Jersey Division, Century Road Club Association	5.00
R. F. Kelsey, N. Y. City	10.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New England Wheelmen, N. Y. City	20.00
St. Louis Cycling Club	54.00
Kenneth Mackenzie, Bayonne N. J.	2.00
Frederic E. Kleber, Bayonne, N. J.	1.00
Charles E. Jaeger, Bayonne, N. J.	2.00
The Standard Co., Torrington, Conn.	25.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E. Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
George Steinert, Brooklyn, N. Y.	1.00
Carl Bonhardt, N. Y. City	1.00

From present indications the dinner to be tendered the motorcycle, bicycle and accessory manufacturers on the evening of January 10 ,at the Hotel Earlington, New York City, by the Motorcycle Dealers Association in conjunction with the United Cyclists, will be far greater than even anticipated by the most sanguine of those interested in its promotion. Reservations are coming in every mail to H. A. Gliesman and A. H. Patterson of the dinner committee, and during the past week one of the largest manufacturers sent in a reservation for ten tickets. A new phase has been added to the dinner, not originally planned for by the fact that so many of the prominent cyclists of other days are sending in reservations that the affair will truly become a reunion, or better still ,a means of forming a connecting link between the enthusiasts of former years with those of today, and their united effort to boost, as one has put it, "the best sport for everybody,—cycling."

Most of the prominent manufacturers have already signified their intention of being present personally, as well as the sales and advertising managers of the various companies. With this in view, and the fact that practically every dealer of importance in and around New York, or who will be in this city at the time, and the motorcycle and bicycle riders themselves will attend, it can well be presumed that the affair will see the greatest gathering of most representative men interested in the sport ever held in the metropolis, at least. A gun, in any movement, fired in the greatest city of the country, resounds throughout the land and grows in force and effectiveness as it travels, and so it may be said of this dinner; for with the great strength manifested by the unity of the manufacturer, the jobber, the dealer, the sales manager, the advertising manager and the rider, all in evidence at this function,—all united with one purpose, that of boosting cycling as a sport—the greatest gun in recent years will be fired and resound in other cities with growing force and resultant benefit to all interested in the trade and sport.

Forecast of Good Things Provided.

The committee has made arrangements for very extensive decorations, and Mouquin, one of the best and well-known restauranteurs of New York, who will act in the capacity of "Mine Host" for the occasion, will prepare the following menu and will serve an extra fine vintage from his famous wine cellars:

Oysters, Blue Points
Hors D'euvres
Olives Sardines Celery
Potage
Mock Turtle a l'Anglaise
Entree
Filet of Sole a la Mouquin
Potatoes a la Hollendaise
Roti
Spring Chicken Stuffed
Cauliflower au gratin
Salade
Dessert
Ice Cream Cakes Fruits
Coffee
Cigars

Those who desire to attend should send in their reservations at once to either H. A. Gliesman, 782 Eighth avenue, New York, or A. H. Patterson, 1080 Bedford avenue, Brooklyn. It is expected that representatives of all the cycling clubs in the city will attend in a body and special tables decorated with their club colors will be provided for them.

Eloquence by Captains of Industry.

Prominent men in the civic affairs of the day, as well as those in the trade will speak, among whom may be mentioned: Mayor W. J. Gaynor, of New York City; Borough President George McAneny, of Manhattan; Borough President Alfred E. Steers, of Brooklyn; Hon. St. Clair McKelway; Hon. Simeon Ford, George M. Hendee, W. F. Remppis, A. B. Coffman, George H. Hamilton, president of the F. A. M.; F. I Willis, secretary of the National Association of Cycle Jobbers; J. Leo Sauer, chairman of the Legal Action Committee of the F. A. M.; James E. Sullivan, chairman of the American Olympic Committee; A. G. Batchelder, chairman of the executive committee of the American Automobile Association, and A. Eugene Bolles.

H. A. Gliesman, Chairman of the Thanksgiving Day Race Committee of the United Cyclists desires to state that the prize list for that event has all been practically assured, and that the same will probably be given out early in January, at a large public gathering that he is trying to arrange for.

In response to invitations to serve as honorary members on the American Olympic Bicycle Race Committee by Chairman J. A. Hall of that committee, acceptances have been received as follows: Hon. St. Clair McKelway, A. G. Batchelder, George M. Hendee, W. F. Remppis, W. J. Morgan, Joseph P. Norton, A. Yager, A. R. Cooley, Charles A. Persons, F. I. Willis, G. H. Hamilton, A. B. Swetland, J. Leo Sauer, J. Lovell Johnson, Ludwig Nissen, J. C. Wetmore, W. P. Farrell, P. J. Conway, and John Foster.

Team's Cause Rapidly Gathers Impetus.

Interest in the American Olympic bicycle team continues to increase throughout every section of the country. Clubs everywhere are taking up the movement, they are particularly interested in the prospects of their riders making the team. From Atlantic City comes word of the reorganization of the Atlantic City Wheelmen, again under the leadership of "Charley" VanDoren, and having for its principal object the formation of a team to represent that city in the try-outs. Several of the riders down at the "shore" already have be-

gun training as the climate there practically permits of all-the-year-round riding.

The United Cyclers of Baltimore, also have begun active training and preparations. In the metropolitan district many of the riders now actively competing in flat-floor races are planning to discontinue that style of competition during January, and take up a series of gymnasium exercises tending to improve their endurance rather than extreme speed, such as is required in flat-floor races and devote their spare time to development of strength with that object in view, and to take work-outs on the road whenever the weather and road conditions permit.

Within two weeks of its organization, the Cedarhurst, L. I., Cycle Club, reports a membership of 50, all working for the one prime object—the production of a qualifying team. Buffalo, N. Y., one of the most enthusiastic bicycle racing centers in the country, has at least six riders who are confident they have the stamina to go successfully through the elimination trials.

The St. Louis Cycling Club, in addition to being the largest contributor to date, gives further evidence this week of its whole-souled interest in the project by sending in another subscription made up of individual donations on personal solicitation, as suggested in these columns by E. Lee Ferguson of the C. R. C. Association.

Clubs are not alone in demonstrating the immense amount of interest aroused. Requests for information from unattached riders regarding the locations of elimination races nearest their respective towns are being received almost daily by the committee. Some of the most promising of these, according to the times furnished of previous performances being from Wilmington, S. C., Louisville, Ky., and Wellston, Ohio.

Atlantic City Wheelmen Reorganize.

With a constitution adopted, officers elected and a committee appointed to select a club house, the recently reorganized Atlantic City Wheelmen gives promise of renewing its former strenuous activity in the cycling game in and around the "City-by-the-Sea." The rejuvenation also attests the enthusing abilities of Charles A. VanDoren, now, as formerly, president and chief instigator; vice-president, Frank Lacey; secretary-treasurer, Stephen Gelona; sergeant-at-arms, Peter LaRosa. An imposing list of honorary members consisting of prominent citizens and cycling devotees is in course of formation. One of the principal objects of the club is the making up and preparation of a racing team to represent Atlantic City in the spring try-outs for the American Olympic Bicycle Team.



ALVIN AND CLARENCE LOFTUS, OF PROVIDENCE, R. I.

Well-known brothers from Roger Williams's town who have made good in their lines. Alvin has developed championship form as a cyclist, and Clarence is sales agent for Harley-Davidson motorcycles in that city.

Century Road Club Association Election.

At the meeting of the board of governors of the national organization of the Century Road Club Association, held in New York City, December 21, the mail vote for officers for the ensuing year was canvassed with the following result:

National officers — President, Paul Thomas, Tarrytown, N. Y.; first vice-president, E. Lee Ferguson, New York; second vice-president, D. W. Moore, Bayonne, N. J.; recording secretary, Sylvain Segal; financial secretary, R. W. Zarr; treasurer, R. A. VanDyke, New York City.

New York Division—Centurion, A. R. Cooley; secretary, H. W. Zarr; treasurer, George Bieregel; captain, Sylvain Segal; directors, J. W. Clement, J. A. Olson, Henry Kest, Peter Wollenschlager, F. W. Lilienthal, New York City.

New Jersey Division—Centurion, I. Taub, Hoboken; secretary, W. H. Mey; treasurer, Kenneth Mackenzie; captain, H. A. Jaeger, Bayonne. Directors will be selected at a later date.

The annual dinner of the association will be held about the middle of February, the place and date to be selected by the following committee which has charge of the arrangements: R. A. VanDyke, chairman; Paul Thomas, Sylvain Segal.

Moran Off For a European Campaign.

Jas. F. Moran has joined the ranks of invading cyclists now en route to foreign lands in search of six-day races and sundry other conquests for the knights of the wheel which are now in immediate prospect in Europe. Moran sailed on the French liner "Rochambeau," Saturday, December 23. While at the pier early in the day to bid bon voyage to the big squad which sailed on the "Philadelphia," Jimmy made final arrangements to team with Joe Fogler in the coming Berlin six-day race. Jack Neville, famous as Kramer's trainer, was also at the pier, and was immediately engaged to take them in hand during the grind. Neville sailed with Moran.

Baltimore Cyclists Take up Winter Bowling

Baltimore, Dec. 25.—Four members of the Crescent B. C. entered the elimination contest for the best duckpin bowler in this city. Capt. J. Fred Huber, Alfred J. Baker and William Vogel did not survive the first round of the tourney. Thomas W. Baker rolled a high enough score to permit him to stay in the contest. He totalled 470 in five games. Capt. Huber knocked down 350 pins in five games, while Vogel had 376, and A. J. Baker 424.

St. Louis Cyclists Eat Early Xmas Dinner.

Fifty members of the St. Louis Cycling Club, some of them with a membership of 25 years, and practically all of them active cyclists, attended the annual Christmas dinner of the club, Saturday night, December 16. The club's annual banquet will be held Saturday, January 13.

A Word To The Other Dealer

When a customer came to you in the past and told you he wanted to buy a motorcycle and wanted to see your make and if after you had shown and demonstrated all the good points he said he rather liked the Harley-Davidson better what would you do?

You started a technical whirlwind comparison telling all about the "Inner workings" and etc., things he didn't understand, couldn't see and couldn't deny, didn't you?

But what are you going to do this year? Mechanical "Razzle-Dazzle, etc.," won't overcome his Harley-Davidson desires. For after he has once ridden a Ful-Floteing seat and handled a Free-Wheel control and therefore knows what they are, you can't deny their advantages. To do so would be to either show your ignorance or your prejudice. So if you are a good salesman you will begin to use your only remaining argument—Price. You will try to tell him that to have all the roads ride like boulevards isn't worth ten, fifteen or twenty-five dollars more. You will try to make him think the dexterity, practice and skill required to handle your clutch is an advantage because everybody can't do it. But will he believe you?

Let's suppose he does and you make the sale. It won't be long before that rider will find out his mistake. His confidence in your judgment will be gone. Never again will he believe you. It's a case of "If you win you lose."

You say this is strong talk Mr. Dealer. We grant it. But Mr. Dealer if we can't back up every claim we make for our machine and its exclusive features, if we can't prove all we say we lose not gain by our big claims.

Claiming won't gain us anything. You or any other sensible dealer would make us prove our claims before contracting with us.

At the New York show January 6th to 13th and at the Chicago Show February 5th to 10th we are going to submit proofs by submitting the product itself.

HARLEY-DAVIDSON MOTOR COMPANY

165 C Street **Milwaukee, Wisconsin**

CYCLISTS FOR NATIONAL DEFENSE

British War Office Formulates Scheme to Organize Wheelmen Into a National Reserve—Details of Plan.

Bicycles now are receiving the serious considerations of the British War Office, that important department of England's government having in contemplation the formation of a National association of cyclist defenders.

The idea is that there are innumerable young men who, for various reasons, are unable to join the Territorial Army of Great Britain which corresponds to our National Guard, but who, under a practical scheme would be very willing to take up arms and defend their country in case of invasion. Under existing conditions, the mere civilian, not a member of some recognized combatant force, who took up arms at the last moment on his own initiative, would not be treated as a combatant, and when caught by the enemy he would be shot and the village or house in which he lived would be sacked and burned, as a reminder to other inhabitants. It is to obviate these conditions and to provide, for the country's defense, an arm capable of quick mobilization that the organizers have evolved the present movement.

According to our English contemporary, Cycling, the outline of the scheme in brief, is as follows:

"Every cyclist in England and Wales will be invited to join the proposed National Association of Cyclist Defenders. He will undertake that in the event of a foreign invasion he will take up arms and place himself at the disposal of the organizations which will have been elaborated in time of peace. From that moment we will become an authorized combatant, and he will wear a badge and a distinctive mark on his cap. That is all he is asked to undertake, namely, to turn out and fight in the event of an invasion. For this service it is suggested he should enjoy certain privileges. First of all, on becoming a member of the association, he will select the local detachment to which he desires to be attached, and in this connection it is suggested that every cycling club in the kingdom should form a detachment. Through the association, these detachments will be put into touch with the nearest Territorial Cyclist Battalion, and they will have the privilege of being looked upon as honorary members. They will be allowed to take part in field days and so forth, and in all the social functions organized by the regiment, such as dances, smoking concerts, etc. They will also be allowed not only to attend military lectures at headquarters, but military officers will attend occasionally to lecture to members of the detachment.

"In the event of invasion, each member of a detachment would have the option of joining the Territorial cyclist battalion, to take the field with them at once (instead of being retained to go through a course of recruit's training), or else of taking his place in the local detachment. He will also receive arms and ammunition and his food, and compensation in case of injury to himself or his cycle.

"Detachments would be organized under a leader, and would consist of not more than 25 cyclists, all drawn from the same locality. They would then be grouped into corps, each consisting of several detachments. The commander of the corps would be in close touch with the officer commanding the nearest cyclist battalion, and in most cases would receive his commands from him. Their duty would be to assist in watching the coast, railways, bridges, roads and telegraph lines, and of watching and delaying small bodies of the enemy's cavalry. They would hang on the flanks of any body of the enemy, and harass it and prevent it from obtaining either information or supplies. In the event of an invasion, corps commanders and detachment leaders would probably receive commissions as officers."



JOE A. CAMMIATI
Amateur Cycling Champion of Southern California

Empire City Wheelmen Celebrate Mmas.

As ever, alive to the opportunity, the Empire City Wheelmen of Brooklyn, N. Y., on Christmas morning on counting noses found some 20 dyed-in-the-wool "raceologists" in the immediate vicinity of headquarters, and on a suggestion coming apparently from nowhere, or perhaps it was just from force of habit, they forthwith promulgated, promoted and perfected with neatness and despatch, a Christmas Day race for ten miles over the Twenty-second Avenue course. First place, turkey —Won by Carl Ericson; second, duck—Franklin Fisher; third, chicken—John Becht. Time, not announced before dinner and unobtainable since.

Claims World's Record For Century Runs.

On December 10, Marcel Planes, an English century "plugger," completed his 313th century, equalling what has been conceded to be a world's record for that style of cycling performance previously credited to Teddy Hale with 313 one-day centuries in 365 days. The following day, with 20 days to spare, Planes added one more to his score, and Hale's record was eclipsed. In the accomplishment of his gigantic task, Planes rode 230 centuries in 225 consecutive days, having ridden at least one century every day from April 28 to December 8.

An Echo of the Recent "Six-Day."

Gallery gods there were in plenty and if possible more ready than ever with more or less witty remarks and advice to the riders and management. A case in point was heard early Wednesday morning when upon being awakened by one of the various squads who furnished diversion for themselves between sprints by arousing the "sleepers," one of the latter called out on finding the riders pedaling round the bowl at a ten-mile-an-hour gait, "For heaven's sake open the gate and show them the way out, I've been here since Monday and all they've done is ride round there looking for a way to escape."

Once Famous Racing Cyclist Blind.

Otto Ziegler, some years ago one of the most popular and consistent performers in the bicycle racing game, is totally blind at his home in Alameda, Cal. Ziegler was the first to ride a mile in less than two minutes, making the distance in 1:50 flat on the Alameda straightaway course.

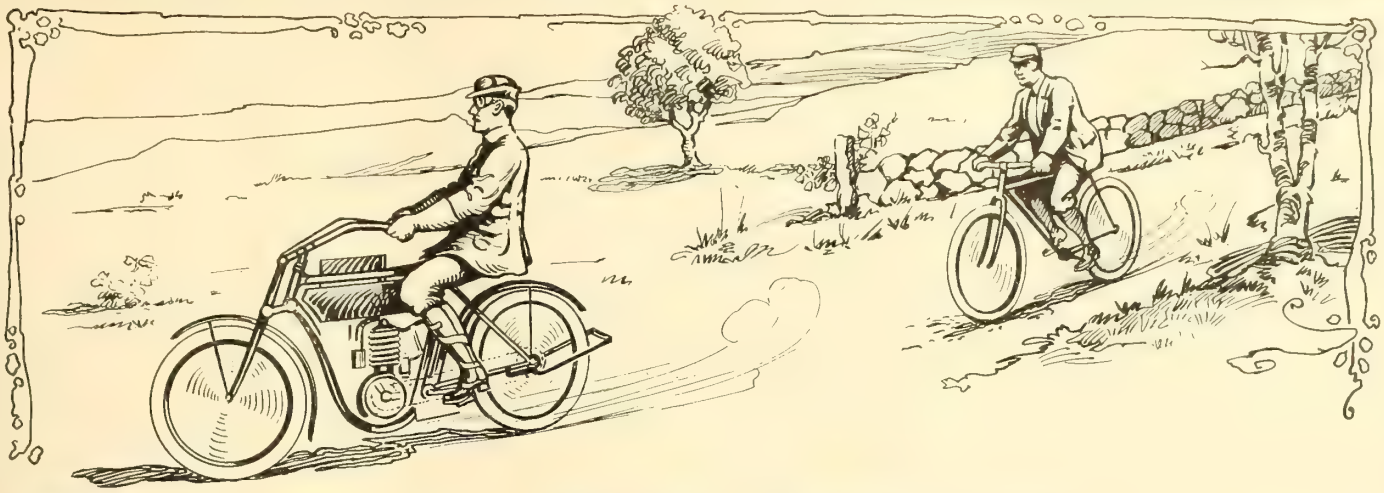
Long Island Has a New Bicycle Club.

At the first election of the Cedarhurst Cycle Club, Cedarhurst, L. I., officers were elected as follows: President, James Lynch; secretary, H. Pettit ;treasurer, E. Goodwin; house committee, L. Walton, F. De Mott and J. Dorn; trainer, W. Miller.

71st Has a Bicycle Race To-night.

At the general athletic meet under the auspices of the Seventy-first Regiment Athletic Association in New York City, there will be a two-mile handicap bicycle race this evening, open to registered amateurs.

Both Germany and Ireland are considering sending bicycle teams to the Olympic Race at Stockholm next July.



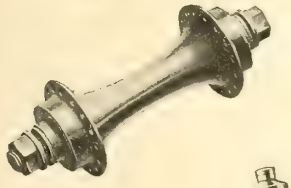


Stock Guaranteed

NEW DEPARTURES

For 191

Improved coaster brake for bicycles.
Improved coaster brake for motorcycles.
Improved bicycle bells.
Improved knock-out axle motorcycle front hub.

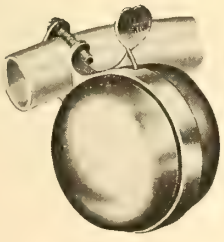


Front hub for bicycles and motorcycles.

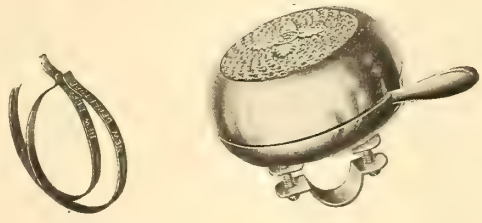


Plain rear hub for bicycles.
New Departure cyclometer.
Security cyclometer.

"Perfection" trouser guard.
"New Departure" trouser guard
New Departure lubricant.

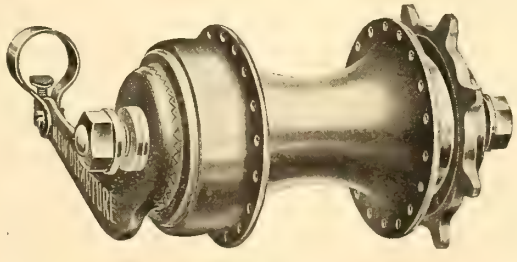


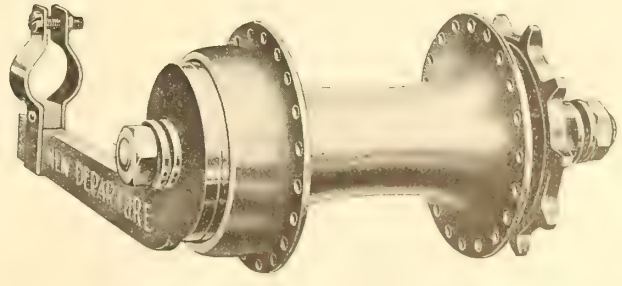
If you haven't received our new catalogue, the big and handsome sheet showing new "Zoo" line assortment of fancy bells, in colors, six good signs for your store, new art booklets, new girl folders, liberal display stand offer, etc., etc., write us for them today on your letter head. They are free to dealers only.



THE NEW DEPARTURE MANUFACTURING CO.

COASTER BRAKE LICENSORS
Bristol, Conn.





CORRESPONDENCE

Timely Suggestions on Care of Tires.

Editor Bicycling World and Motorcycle Review:

Please let me know if steam heat will affect tires, and if so how would you advise me to care for them, and the machine that I wish to store away in a steam-heated house for the winter. I am a reader of your paper and ride an Excelsior twin.

B. H. DAVIS.

Omaha, Neb.

The following suggestions formulated by the United States Tire Company to motorcyclists who lay up their machines for the winter seems to fit our correspondent's case to the letter. They are: First—Remove the tires from the rims. Wash with soap and water, and if the casing is cut it should be repaired immediately. Rims should be painted with graphite to prevent rusting. Second—Put a little soapstone or talc in the casing and enough air in the tube to shape it; then insert tube in casing. Third—Wrap tire either with burlap or heavy dark paper. Fourth—Store in a dark place, which should be kept at a temperature of 50 degrees, or as near that figure as possible. Under no circumstances should the tires be kept in or near a warm place, as the heat will cause them to deteriorate.

Wants Information About Seat Patent.

Editor Bicycling World and Motorcyvle Review:

In the Bicycling World—issue of December 16, page 562, appears an illustration of the Harley-Davidson "ful-floteing" seat, and on the same page a statement by President Walter Davidson of the Harley-Davidson Motor Company, calling attention to the fact that this device is thoroughly covered by U. S. letters patent. Will you kindly inform me through your columns what manufacturer has been sued, and what the numbers of the patents claimed by the Harley-Davidson Company are?

I am interested in devices of this kind, and have no desire to infringe on the rights of others. I never have considered the device patentable, owing to the fact, that in "The Motor Cycle," London, England, of November 6, 1905, the Rex Motor Co., advertised a similar device. Also, if I recollect correctly, the Berkey Spring Seat Post Company, Grand Rapids, Mich., brought out a similar device for bicycles about 13 years ago.

HENRY FITZ GERALD.

New York City.

(Particulars as to what manufacturer against whom suit has been brought, and the numbers of the patents covering the "ful-floteing" seat, have not been divulged by the Harley-Davidson Motor Company. This information undoubtedly will be forthcoming upon request direct to them at Milwaukee).

Wants Goods For the Australian Market.

Editor Bicycling World and Motorcycle Review:

Being a representative traveling over Australia and New Zealand in the interests of English manufacturers of motorcycles and cycles, I am ready to entertain any good American proposition of a like nature. My proposition is to take accounts on a commission basis, and to be guaranteed the sole rights of handling such accounts for five years. The writer has had an experience of 16 years, and although he has taken some good risks has never lost a penny since first starting on the job.

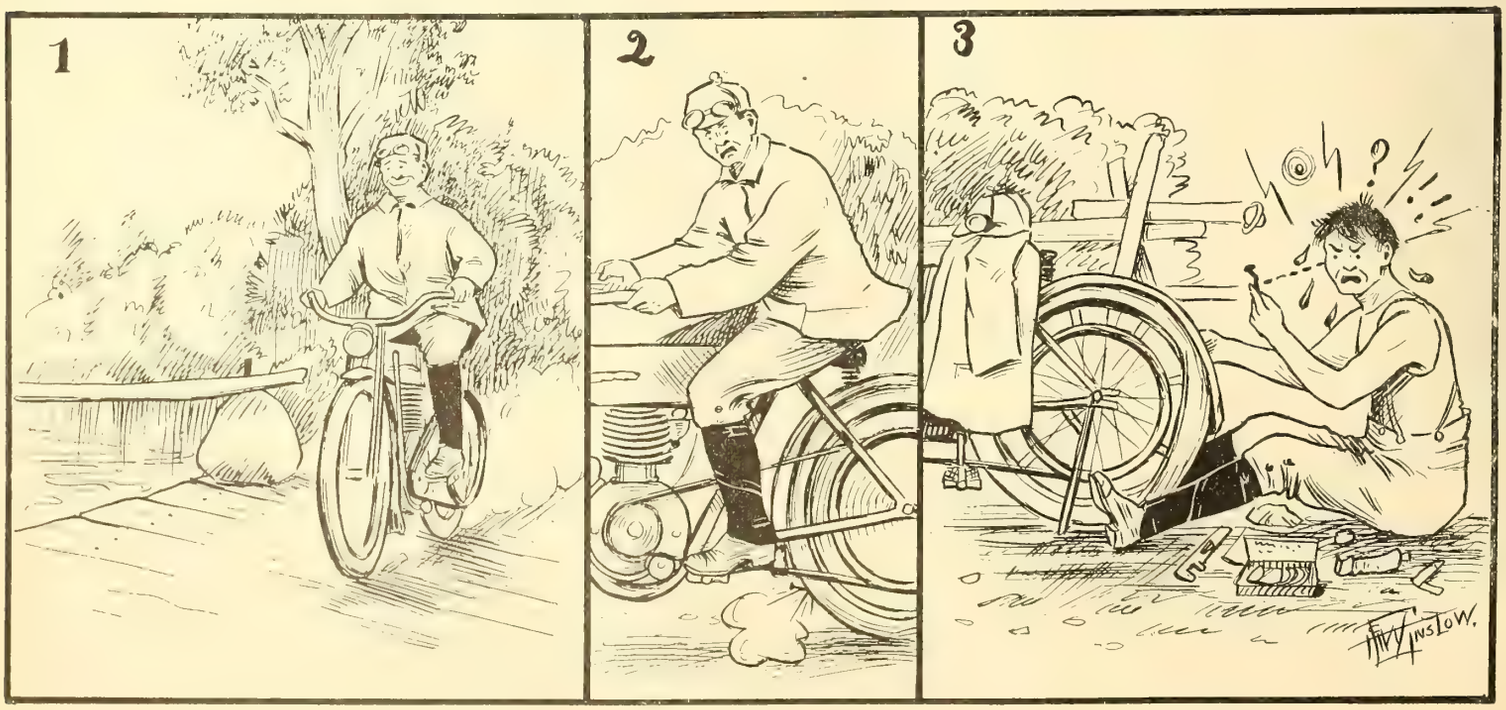
To interest some progressive firms in the United States, I expect to send a representative to your country early in the coming year, who will carry the proper credentials for introduction.

W. G. H.

Melbourne, Australia.

Manufacturers desiring to make Australian connections can communicate with this office, and their lettters will be turned over to the traveling representative upon his arrival in America. The name and address of the writer of the above letter will be furnished if desired.

An easy way of making an eye for connecting battery or magneto cables where no regular snap terminal is provided is to untwist the wire at a short distance from the end, and then to separate the straightened strands equally by pushing a sharp instrument in between, forming a hole sufficiently large to receive the screw terminal. A stronger eye may be made by stripping a good inch of the wire and bending it into a simple loop and then binding together with fine wire the two parts lying in parallel contact, leaving an eye of suitable size, as before. In securing the one terminal to another, be careful that no part of the insulation is pinched, as this would tend to prevent perfect contact between the metallic surfaces; at the same time, the insulation should be continued as nearly up to the connection as possible, and for further security, the whole connection may be wrapped with insulating tape.

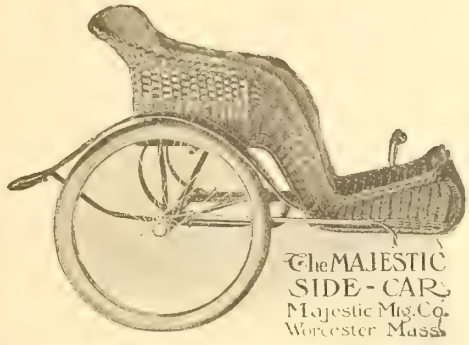


JOY APPREHENSION DISGUST

The Majestic Side Car

For Joy Riders and the Live Agents of 1912.

Don't Forget the Girl!



SPECIFICATIONS:

WHEEL—26″ or 28″, as desired.
TIRE—First quality Kokomo.
HUB—Turned from bar steel, small auto size.
BEARINGS—Heavy adjustable ball.
SPRINGS—Double leaf, "C" design, with clips. No holes in same.
CHASSIS—Seamless steel tubing pinned and brazed throughout.
FITTINGS—Two sets with each Majestic Sidecar, one permanent and one quick detachable.
FENDER—Embossed steel, enameled, heavily braced.
BODY—Large and generous. Plenty of leg room. Made of genuine Asiatic reed. No willow or cheap material used.
BODY FRAME—Wood, with steel reinforcements.
UPHOLSTERING—Heavy, soft and durable.

Complete with tire, 26″ or 28″ wheel, $60.00.

QUALITY—We could cheapen this car, by using inferior material and labor, by ten dollars, but WON'T DO IT.

Thoroughly tested out and proven true and lasting in every detail.

To the rider who really enjoys his machine and THE AGENT LOOKING FOR MORE BUSINESS, the MAJESTIC SIDE CAR will prove A WINNER.

Will You Order Today or Let Some Live One Set the Pace in Your Town?

Catalogues Free. How About It?

MAJESTIC MANUFACTURING COMPANY, Worcester, Mass.

(Don't Forget The Girl)



Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.



CYRUS JUVENILE



Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we using Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.



Prest-O-Lite

Motorcycle Tank Equipped With Gauge $10

Similar to our famous automobile tank in everything but size. This gauge shows, at all times, the amount of gas in the tank.

Our tank without gauge, which formerly sold at $10, will hereafter sell for $8. We have arranged with our dealers to take in this tank and exchange it for the new model with gauge, if the user, desires, upon payment of the difference in price, $2.

Prest-O-Lite Tanks are now handled by nearly all motorcycle and automobile dealers in the United States.

Investigate Prest-O-Lite

Some of your friends are probably using this famous lighting system.

Ask them if it costs any more to maintain than the troublesome, treacherous generator.

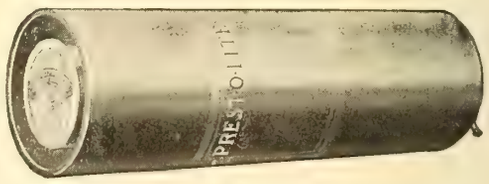
Ask them about its convenience, safety and insurance against accidents. Ask them how much pleasure they find in having 40 hours of brilliant, unflickering, dependable light, turned on and off like a gas jet.

Just one accident due to poor light would probably cost you more than a year's supply of Prest-O-Lite.

But get the genuine. Imitations can be exchanged in very few places. Prest-O-Lite Tanks, when empty, can be promptly exchanged, anywhere and always.

FREE—Our Handy Ruler

Light, flexible, folding foot rule. Half of it is specially made for finding depth of gasoline in tank. Inches and centimeters. Measures tires, etc. Handy in a hundred ways. Sent free on request. Give name and address, and make of automobile.



Price of Tank **$10**

4 inches; weight, 8¾ lbs. Length, 13¼ inches; diameter,

The Prest-O-Lite Co.

245 East South Street, Indianapolis, Ind.

Branches at Atlanta, Baltimore, Boston, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, East Cambridge, Jacksonville, Kansas City, Long Island City, Los Angeles, Milwaukee, Minneapolis, New York, Oakland, Omaha, Philadelphia, Pittsburgh, Providence, San Francisco, Seattle, St. Louis and St. Paul.

EXCHANGE AGENCIES EVERYWHERE

TWELFTH NATIONAL

AUTOMOBILE SHOW



MADISON SQUARE GARDEN

PART I

JANUARY 6 to 13—MOTORCYCLES

Pleasure Vehicles, Gasoline and Electric; Parts, Accessories

The following motorcycles will be exhibited:

EMBLEM	HENDERSON	MINNEAPOLIS BIG 5	READING-STANDARD
EXCELSIOR	INDIAN	NEW ERA	SCHICKEL
FLANDERS 4	M.M.	PIERCE	THOR
HARLEY-DAVIDSON	MERKEL	POPE	YALE

PART II—January 15 to 20—Commercial Vehicles, Parts, Accessories

Management: Show Committee - - 7 East 42nd Street, New York

THE 1912 SHOW NUMBERS

OF

THE BICYCLING WORLD (FOUNDED 1877) and MOTORCYCLE REVIEW

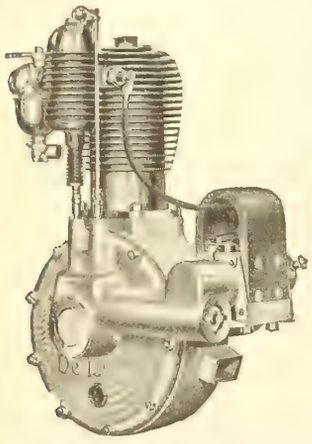
will be issued January 6th and 13th, and February 3d and 10th.

¶ They will contain full, well-illustrated descriptions of the cycling exhibits at the New York and Chicago shows, in addition to the current news and regular technical and pictorial features.

¶ Advertising copy, cuts and instructions for January 6th issue should be sent to us at once, for the other three issues we should have all instructions ten days prior to each of these issues.

BICYCLING WORLD COMPANY
TRIBUNE BUILDING NEW YORK

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

Equipped with Bosch Magneto.

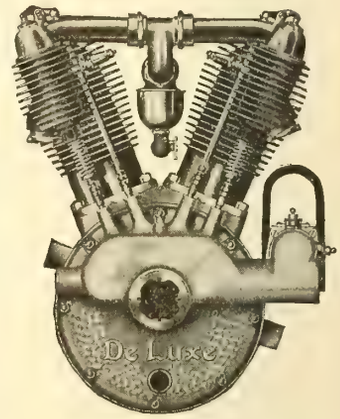
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — Five H. P. Single Cylinder
Seven H. P. Twin Cylinder — Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

We shall exhibit at the Madison Square Garden, New York, and the Coliseum, Chicago, Automobile Shows.



The F. W. Spacke Machine Co.
INDIANAPOLIS, IND., U. S. A.

THE NATIONAL Automobile Shows of 1912

Under Auspices of National Association of Automobile Manufacturers, Inc.



CHICAGO
Coliseum and 1st Regiment Armory
FEBRUARY 5 to 10—MOTORCYCLES
Commercial Vehicles, Parts and Accessories

The following Motorcycles will be shown:

EMBLEM	HENDERSON	NEW ERA	READING-STANDARD
EXCELSIOR	INDIAN	PIERCE	THOR
FLANDERS 4	MIAMI	POPE	WAGNER
HARLEY-DAVIDSON	MINNEAPOLIS	RACYCLE	YALE

Jan. 27 to Feb. 3—Passenger Vehicles, Parts and Accessories

S. A. MILES, Manager - 7 East 42nd Street, New York

NEW YORK
Grand Central Palace
Jan. 10-17
Passenger and Commercial Vehicles, Parts, Accessories

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

FORT WAYNE, INDIANA

Began Manufacturing Bicycle Wood Rims in 1892

Reliance

(REG. U. S. PAT. OFF.)

SPARK PLUGS

Sparks in Water

Take less battery power than any other plug.

Are absolutely proof against soot in any form. Dirty motors won't affect them. Patented electrical action destroys soot fast as deposited.

Carbon does not affect them. No cylinder knock means longer life to your motor.

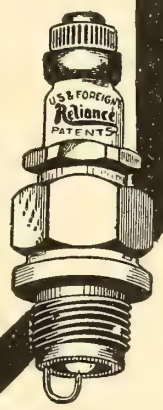
Gives HOT concentrated spark. Means more power—greater fuel economy.

Reliance porcelain stands fifty to ONE HUNDRED per cent. greater voltage than any other.

Reliance plugs are positively and unconditionally guaranteed to satisfy.

Try Reliance plugs. Regular type, $1.00; Magneto type, $1.25. Sent prepaid on receipt of price if dealer can't supply. Write for our great book, "Ignition and Spark Plug Talk"—tells all ignition secrets; makes you master of your ignition system. Pocket size—convenient to carry. Sent free.

Regular Type $1.00



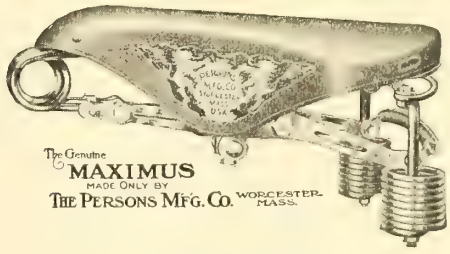
JEFFERY-DEWITT CO.

71 Butler Ave. DETROIT, MICH.

Armand Frey & Co., Berlin, Germany
Agents for Continental Europe

QUALITY COUNTS

The Best Saddles are the Cheapest in the End



FOR BICYCLES

Size of Top 11" x 9½" Measured "On the Square" List $6.00

The Improved Persons Maximus for the opening season is one-half inch WIDER across the seating portion and one-half inch NARROWER through the pommel than before. The posts are 5-16 inch longer, giving more spring action. A new DOUBLE spring-top on the front spring is now fitted. The pommels are hand set with solid copper rivets and never pull out like those in the imitations of Persons Saddles.

Send for new 1912 Catalogue

THE PERSONS MANUFACTURING CO.
WORCESTER, MASS.

KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
Racine, Wis.

Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

Fine Trade, Fine Profit, Fine Premiums for Dealers



EVERY dealer of bicycle supplies should handle NEVERLEAK, the well known tire fluid which automatically heals tire punctures "on the jump" without the rider having to dismount. It is the only legalized tire fluid on the market and for years has had a big sale everywhere.

NEVERLEAK TIRE FLUID

offers you fine trade, fine profit and fine premiums. These are REAL premiums —not a cheap or common one among them. It costs you nothing to find out about NEVERLEAK. Write us to-day and send us your jobber's name.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

SCHAFER BALL BEARINGS

(MADE IN GERMANY)



are the most suitable bearings for motorcycles

Because

They withstand vibration due to the strong cage and large number of steel balls.

SCHAFER BALL BEARINGS are used throughout the *De Luxe* motor and two speed transmission for motorcycles manufactured by F. W. Spacke Machine Company, which fact proves that SCHAFER BALL BEARINGS stood up under the most severe tests before being adopted and that the best bearing regardless of cost is being used on the *De Luxe* motor and transmission.

BARTHEL, DALY & MILLER

42 Broadway New York



Flat Bracket Fastens to Back of Lamp

ARRANGED TO FIT ANY MAKE MOTORCYCLE

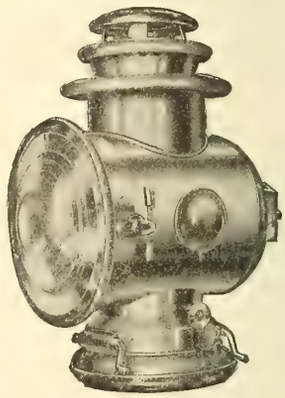
Furnished with Single Flat or Double Fork Brackets

HAM'S

COLD BLAST

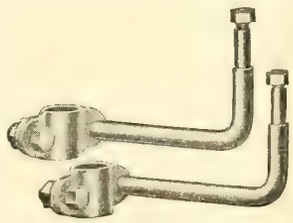
Motorcycle Lamp

Burns perfectly. Produces a brilliant light. Handsomely designed and beautifully finished in brass, nickel plate or rich enamel colors.



Burns Kerosene Oil

NEVER FAILS



Write for Catalog and prices

C. T. Ham Mfg. Co.

ROCHESTER, N. Y.



MOTORCYCLE CYLINDERS

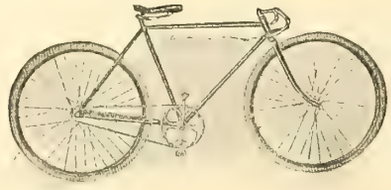
¶Accuracy and uniformity are absolutely essential. We are in a position to guarantee both as our long experience has taught us just what is needed.

¶We have been making motorcycle cylinder castings since the inception of the motorcycle industry. Write and let us know your requirements.

MANUFACTURERS FOUNDRY CO., Waterbury, Conn.

A PROFIT LEADER

As an introduction, we offer you a wheel equal in all respects to the highest priced on the market, but at price usually charged for the cheapest.



Exclusive Agencies Open

Write for bicycle catalog of fast movers.

MOTOR CAR SUPPLY COMPANY

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Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

SPLITDORF
MAGNETO

"Always There"

SPLITDORF IGNITION is a world's standard, and the keenest competition has demonstrated for all time its TRUE MERIT.

SPLITDORF PLUGS are universally accepted as THE BEST FOR ALL PURPOSES—they are EFFECTIVE and SIMPLE and ALWAYS POSITIVE.

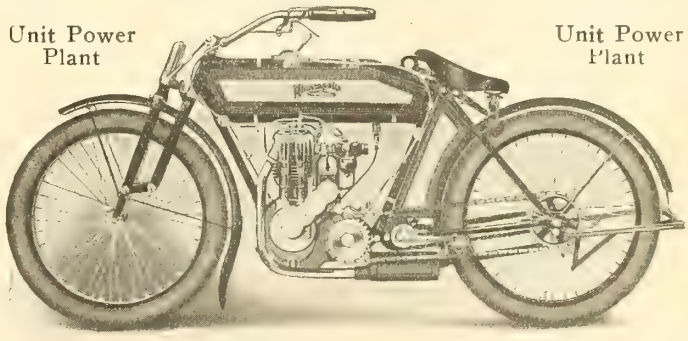
Just pin your faith to SPLITDORF. A large manufacturer is equipping with the SPLITDORF MAGNETO because HE KNOWS IT IS THE BEST.

SEE THAT YOU INSIST UPON SPLITDORF EQUIPMENT.

Write for Catalog

C. F. SPLITDORF
Walton Ave. and 138th St.
Branch, 1679 Broadway NEW YORK
CHICAGO DETROIT BOSTON KANSAS CITY LOS ANGELES SAN FRANCISCO

Unquestionably the Best
Ride One and See
THE Minneapolis BIG 5 AUTO-CYCLE
with its Two-Speed Transmission
PRODUCING 11½ H. P.
RELIABLE — QUICK — EFFICIENT



An Automobile on Two Wheels
1912 Models Now Ready Send for Catalog
Some territory open to good agents

MINNEAPOLIS MOTORCYCLE CO.
MANUFACTURERS
517 South Seventh Street Minneapolis, Minn.

Diamond
MOTORCYCLE TIRES
are the Strongest, Safest, Best. Corrugated tread and studded tread.

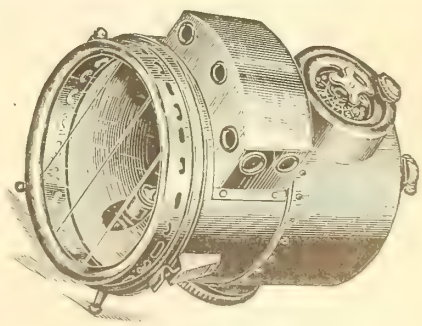
"Users Know"

THE DIAMOND RUBBER CO., Akron, Ohio

Can You Beat It?
A nickel plated "Close Coupled" Searchlight and generator.

Absolutely the HANDSOMEST and BEST motorcycle lamp made.

No. 90 with rear prop
No. 90A with side props



Price $6.00

THE MOTOR CAR EQUIPMENT CO.
55 Warren St. NEW YORK CITY

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—500 Keim two-piece hangers, complete less cups, $1.25 each. HUB CYCLE CO., 40 Portland St., Boston, Mass

MOTORCYCLE DEALERS ATTENTION! Regular discount on the Swenson Priming Cup for Indian. Regular price, $1.00. Now is the time you need them. Prompt shipment cash with order. B. A. SWENSON, Providence, R. I.

MOTORCYCLE TIRES — Every size and every make, lowest price and largest stock, from $2.00 up, guaranteed, shipped C. O. D. Send for our price list before purchasing and be convinced. THE GUARANTEED TIRE COMPANY, Dept. B. W., 213-215-217 West 125th St., New York City.

SATISFACTORY Motorcycle Repairing, not experimenters. Enameling any color. Winter storage, 50 cents per month. Send your motorcycle here for overhauling or repairs. Prompt service. B. A. SWENSON, Providence, R. I.

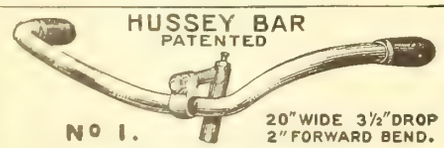
MOTORCYCLES—A. C. C. A. prices talk! Endless variety; latest models; every make—Indians, M-M's, $20. Freight prepaid! Largest and only illustrated catalog published sent free. THE AUTOMOBILE AND CYCLE CO. OF AMERICA, Dept. O, 1769-1787 Broadway, New York City.

MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

MOTORCYCLE BARGAINS — 50 of them; $40 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St., New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLES AND AEROPLANE CO., 782 Eighth Ave., New York.

HUSSEY BAR
PATENTED



No 1. 20" WIDE 3½" DROP 2" FORWARD BEND.

Furnished on All Good Bicycles. They Help You Sell.

Specify Them

CONSOLIDATED MANUFACTURING COMPANY

1709 Fernwood Ave. Toledo, Ohio

F. C. CORNISH, 219 Clinton Ave., Newark, N. J., Eastern Representative

Bicycle Tires and Tubes

We have several hundred pair of Single Tube, Double Tube and G & J Tire Seconds at prices that will surprise you. Also a few more of Excelsior Tires at less than they originally cost Excelsior Supply Co.

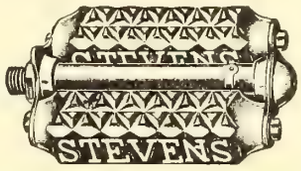
CHICAGO CYCLE SUPPLY CO.

3255 N. Clark Street CHICAGO, ILL.

Factory Distributors of Bicycle and Motorcycle Supplies. Don't buy Excelsior Tires from anybody till you get our prices—We will save your money.

STEVENS'

Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.

ORDER THROUGH YOUR JOBBER

STEVENS & CO., 375 Broadway, New York

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers

Who? Tell Us

The STAR Ball Retainer Company

LANCASTER, PA., U. S. A. and Berlin, S.O. 36, Germany



Special Stampings

FROM

SHEET METAL

THE CROSBY CO., Buffalo, N. Y.

Supplee Hardware Co.

Philadelphia

BICYCLES AND SUNDRIES

Prompt and complete shipments

HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

Morse Twin Roller Chain



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

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HAND WIND SHIELDS

prevent wind from blowing up the sleeves and afford the greatest protection to the hands when riding in cold weather. Order a pair from your dealer today, or we will send them postpaid on receipt of price. MONEY BACK IF NOT SATISFACTORY. No. 650, S. H. P. leather, wool lined, $2.50 per pair. No. 651, Heavy Waterproofed Arctic cloth, wool lined, $1,50 per pair. Send for our new free catlogue.

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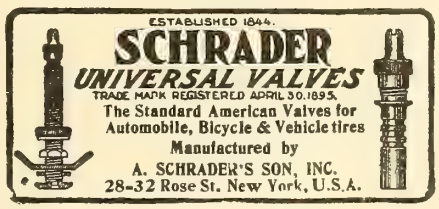
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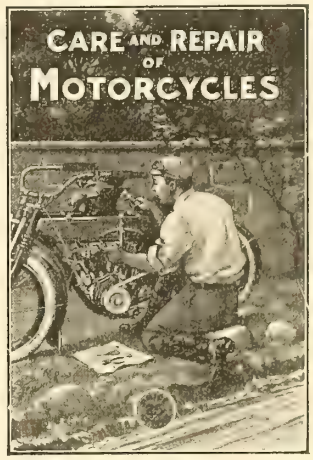


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The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

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Each possessing that distinctive quality and extreme durability which have for many years been associated with Kokomo products.



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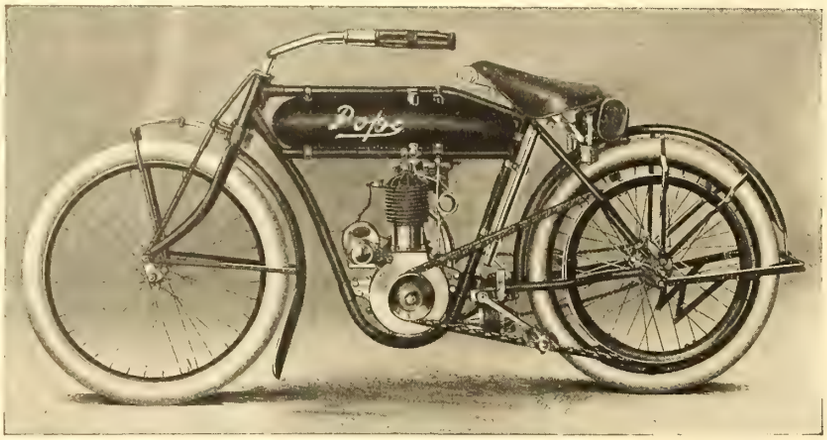
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(9) Are Simple To Operate and Easy To Handle Even for Women Riders.

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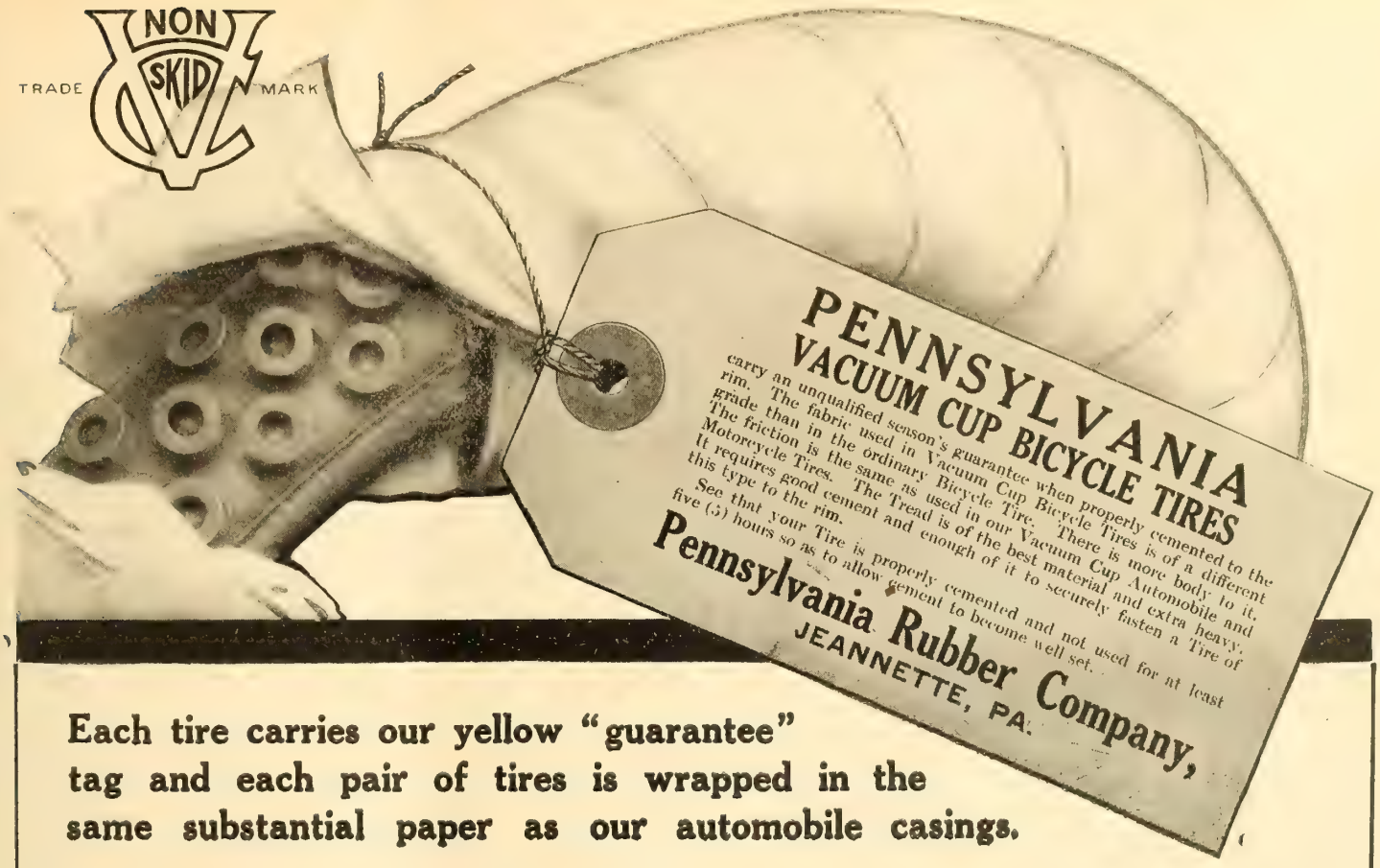
(14) Are Perfect Score Machines in Reliability and Endurance Contests.

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Pennsylvania Vacuum Cup Bicycle Tires

The increasing popularity of these tires is a striking feature of the tire trade and is due entirely to their sterling worth.

Their non-skid and service qualities are so sound that we are enabled to give an unqualified season's guarantee with each tire. This is a strong inducement to the consumer.

For the convenience of the Jobber and Retail Merchant, Pennsylvania Vacuum Cup Bicycle Tires will be packed ten pair in a strong wooden box. This enables the Jobber to ship in the original package and the Retail Merchant to order in convenient quantities.

Made by an Independent Company with an Independent Selling Policy which insures a fair margin of profit to Jobber and Dealer.

If you want to sell tires for profit, write now for our attractive proposition.

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FEDERAL MOTORCYCLE TIRES are produced in the finest, most modernly equipped plant in the world. The newest types of tire making machinery and the latest appliances known to the tire making industry are installed in this plant.

This modern equipment, together with a ripe experience in tire making, enables us to build into Federal Motorcycle Tires the **quality** that makes them tires of "Extra Service." With an equipment less modern, it would be impossible to produce Federal Quality. Federal "Quality" can be had **only** in Federal Tires.

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This is One of the New Features in the Dayton Line of Bicycles for 1912.

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The Dayton Five Year Guarantee Backed by Dayton Quality and Our Profitable Agency Proposition Makes the Dayton Agency in Your Town Very Desirable.

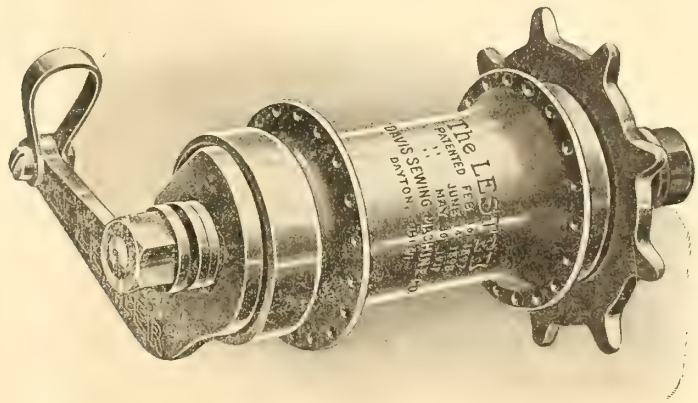
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Simplicity, Strength and Efficiency

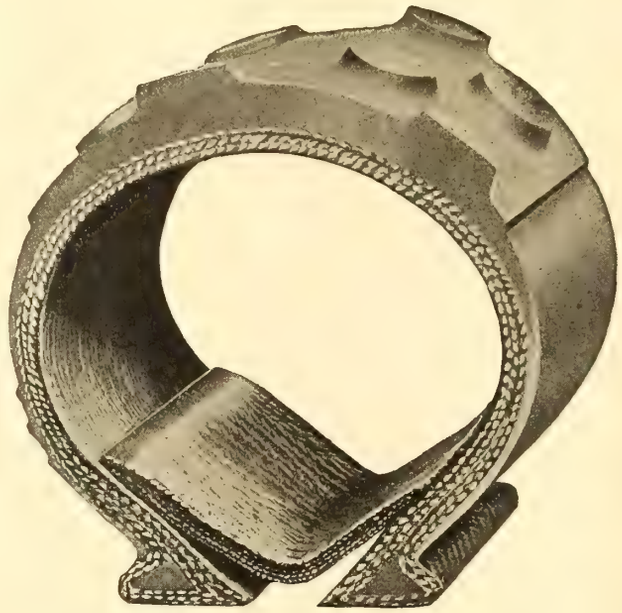


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ANYONE CAN TAKE THE LESTER COASTER BRAKE APART AND PUT IT TOGETHER AGAIN AND IT CANNOT BE PUT TOGETHER WRONG. SEND FOR 1912 CATALOG.

The Emblem, the Harley-Davidson and the Flying Merkel Use as Regular Equipment



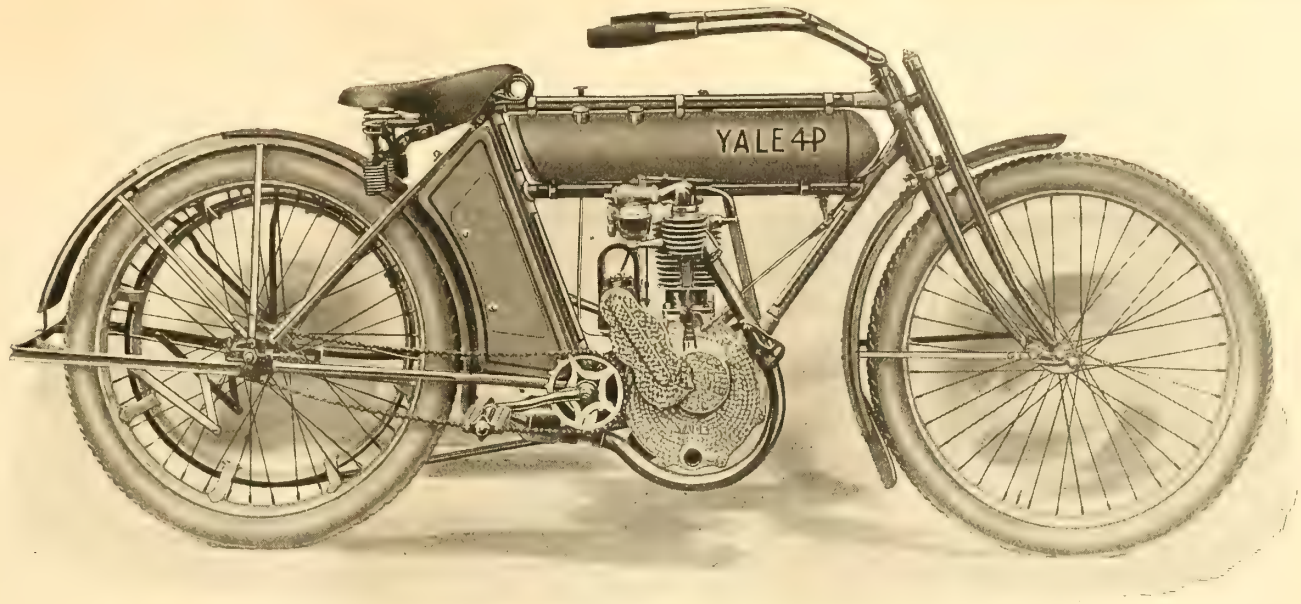
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¶ They will be used as optional equipment by the Consolidated Manufacturing Co., on YALE MOTORCYCLES also on the EXCELSIOR MOTORCYCLE; evidence of the steady increasing popularity of CONTINENTAL-ERIE MOTORCYCLE TIRES. They are made in ONE STYLE TREAD ONLY but this tire so successfully meets all requirements as to be a part of the standard requirement on the leading motorcycles. They excell in toughness and durability.

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YALE PROGRESS PROVED BY YALE QUALITY

YALE quality isn't a mysterious, undefinable thing; it's something you can see for yourself.

It shows in the splendid lines and correct design of every YALE model, each one of which is worthy of special study.

It shows in the exceptionally high grade of every class of material which enters into the building of this motorcycle.

It shows in the skilled workmanship displayed in every detail of YALE construction, which is without equal here or abroad.

The YALE has more drop forgings than are used in any other motorcycle that has ever been built.

The YALE for 1912 shows still higher quality, and a degree of progressiveness not to be found in any other motorcycle.

Keep these important features in mind when you compare the YALE with any other motorcycle, because no other machine has them all.

All 1912 YALE models—4-H. P. to 7-H. P. Twin—have 2 3-4 inch Studded Tires and 4 inch auto fender type mud guards.

All YALE models have the long stroke motor, the Eclipse Free Engine Clutch, Eccentric Yoke, Improved Vibrationless Spring Fork, Extra strong, comfortable Handle Bars, anchored in three places, connecting at their tops the fork sides and stem.

These YALE features, in connection with the YALE QUALITY of materials, furnish ample reasons for the YALE'S UNEXCELLED SERVICE.

If you want a distinctively 1912 motorcycle, you will buy the YALE.

The line for 1912 comprises the following models: Model 24, 4-H. P.; Model 24M, 4-H. P., with Bosch Magneto; Model 25, 5-H. P. Twin; and Model 27, 7-H. P. Twin.

Write today for complete information concerning these up-to-date motorcycles.

Exhibiting at Space 704, Madison Square Garden Show, January 6th to 14th.

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F. C. Cornish, 219 Clinton Ave., Newark, New Jersey, Eastern Representative

We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Forgings of every description.

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PLUGS

"Always There"

SPLITDORF PLUGS are a standard in the motorcycle world and their quality has been demonstrated in thousands of track and road struggles.

A "record of performance" of SPLITDORF PLUGS would be to all intents and purposes a complete motorcycling record—such is the sweeping hold of SPLITDORF efficiency on racer and "road-plugger" alike.

The fastest single cylinder racing work of the 1911 season was done on a machine using SPLITDORF PLUGS—the White Thor IV. Mathews made 1 mile in 0:46, 5 miles in 4:11 on this machine at Riverview.

At Cleveland, Sept. 10, he rode 5 miles on a dirt track in 4:48, at Syracuse, Sept. 16, he rode 5 miles on a dirt track in 4:46 and one mile in 0:53⅕ on a machine using SPLITDORF PLUGS.

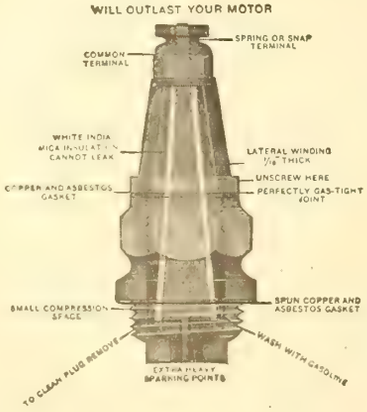
Wenk, the most consistent amateur winner at Riverview, rode a Thor with SPLITDORF PLUGS, giving others a handicap ranging from 200 yards to 1½ lap.

At Winnipeg, Canada, Oct. 14, Joe Baribean rode an Indian with SPLITDORF PLUGS, 100 miles on a dirt track in 100:14⅘.

At San Jose, Cal., Oct. 15, Ben Broderick, on an Indian—with SPLITDORF PLUGS, rode 100 miles in 98:11.

At Terre Haute, Ind., Oct. 15, E. E. Baker, Indian, rode 100 miles on a ½ mile dirt track in 2:23:35⅖, with V. O. Scanling, Indian, second—both using SPLITDORF PLUGS.

But why continue? SPLITDORF PLUGS are STANDARD—for track or road work they are INVINCIBLE.



Write for our Magneto catalog.

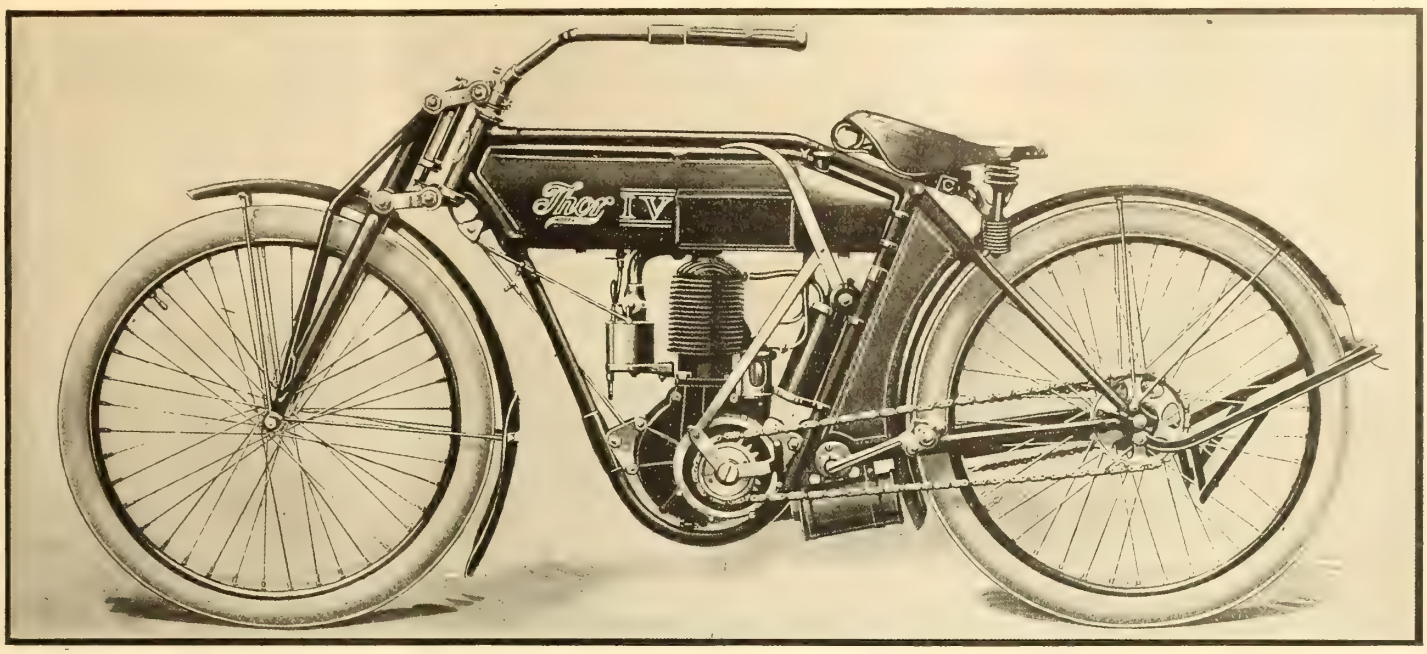
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One of the 1912 *Thor* Sensational Offerings

WITH BALL BEARING FREE ENGINE CLUTCH

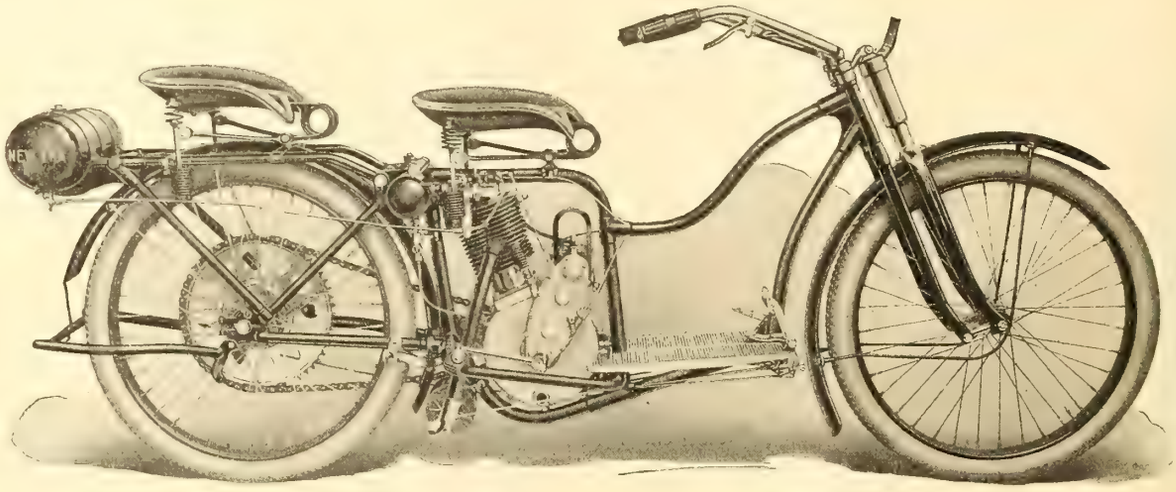
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Two Speed Gear
Hand Cranked Motor
Ball Bearing Motor
Foot-Boards
Large Form Seat



Mechanically Operated Valves
Most Efficient Magneto used on any motorcycle
Bosch D. U. 1 No. 5
Full Efficiency Spark on 55 R. P. M. delivered on retard

Our Improved Starting Device Makes Starting Easy in Cold Weather

4 H. P. Roadster Two Passenger, $300.00

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"NEW ERA" riders will all be satisfied riders. If you are a motorcycle rider and not mounted on a "NEW ERA" you are not getting the satisfaction the sport should afford.

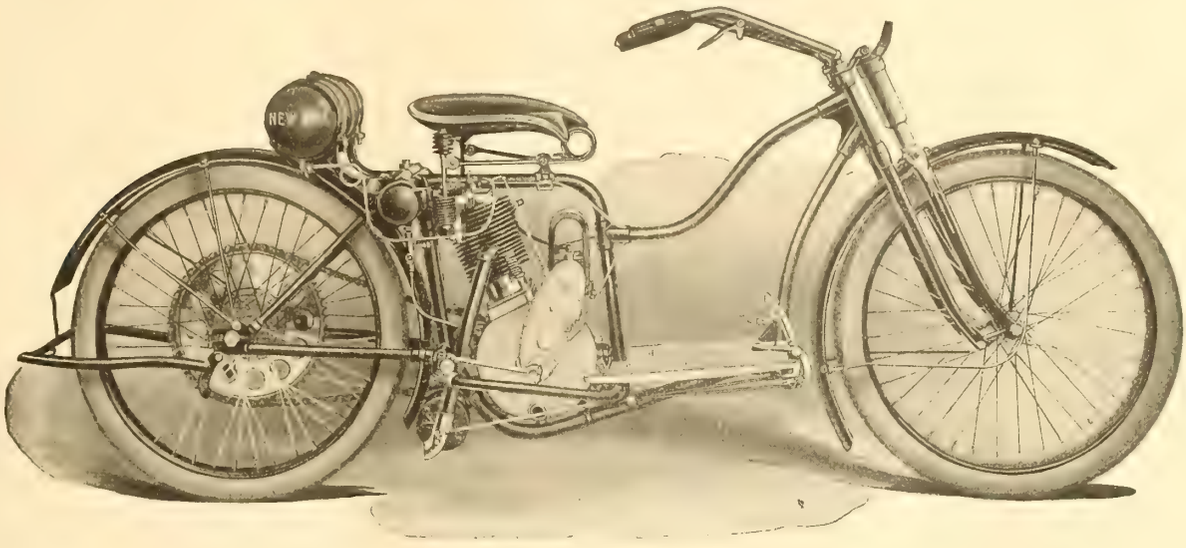
Increase the pleasure of motoring 100% by carrying an extra passenger.

The New Era starts like an automobile (no pedaling) and will carry two people "anywhere under any condition" with the comfort and ease of the highest powered touring car.

NEW ERA AUTO-CYCL

Anywhere Under Any Condition on a "New Era"

Improved Spring Fork
Pressed Steel Tanks
Largest and Strongest Roller Chain Used on any Motorcycle
Heaviest Rims Manufactured



Large Internal Brake Band
Double Oiling System
Timken Roller Bearings in Rear Hub
Foot Control of Two Speed Gears

Bosch Special Magneto D. U. 1 No. 5 Has Solved the Problem of Easy Starting

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"New Era Spells Satisfaction and is Pronounced Comfort"

In justice to yourself, before you buy that new machine, try the "NEW ERA". You will find that all we claim for it is true, and you will be satisfied with no other.

Some splendid territory still open. Live agents keep in the front by selling the most advanced and highest class machine.

COMPANY, Dayton, Ohio

Years Ahead of Any Single Track Machine

Two Speed Gear
Hand Cranked Motor
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Mechanically Operated Valves
Most Efficient Magneto used on any motorcycle
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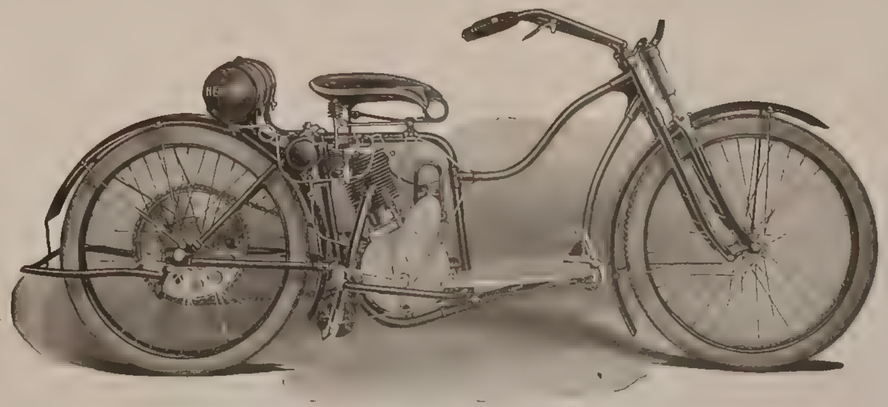
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NEW ERA AUTO-CYCLE COMPANY, Dayton, Ohio

Anywhere Under Any Condition on a "New Era"

Improved Spring Fork
Pressed Steel Tanks
Largest and Strongest Roller Chain Used on any Motorcycle
Heaviest Rims Manufactured



Large Internal Brake Band
Double Oiling System
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Foot Control of Two Speed Gears

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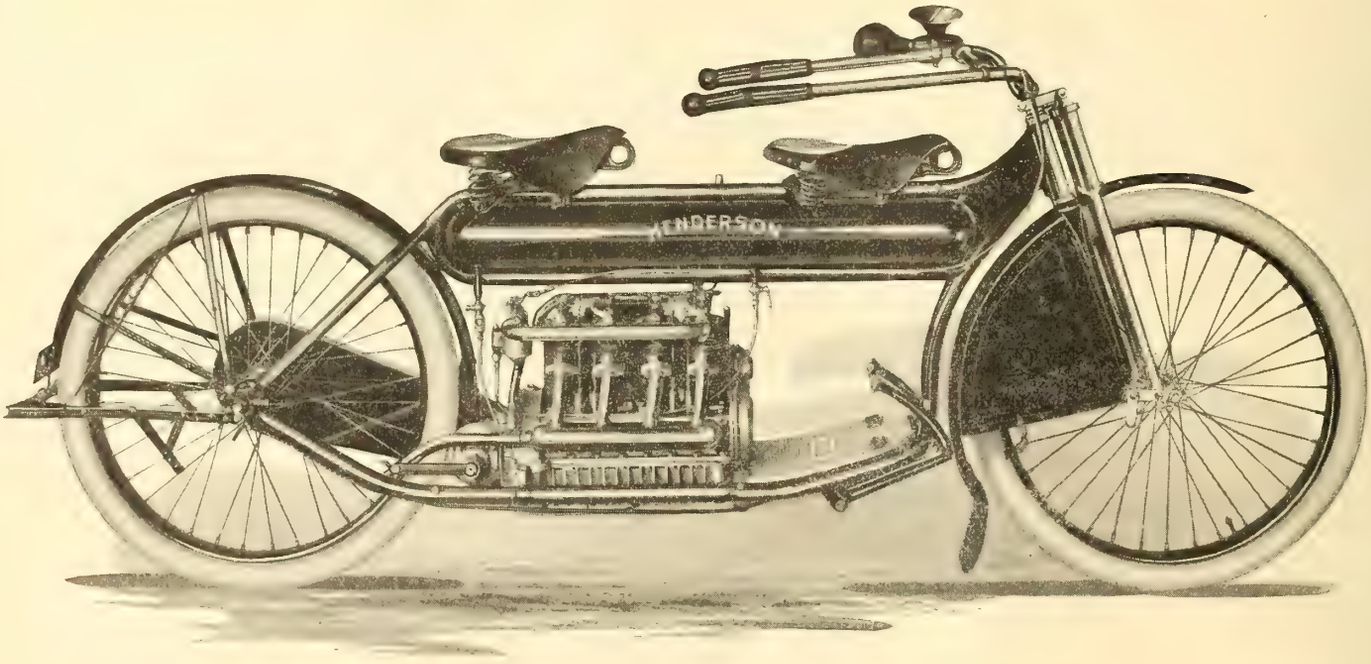
4 H. P. Roadster, Single Passenger, $285.00

"New Era Spells Satisfaction and is Pronounced Comfort"

In justice to yourself, before you buy that new machine, try the "NEW ERA". You will find that all we claim for it is true, and you will be satisfied with no other.

Some splendid territory still open. Live agents keep in the front by selling the most advanced and highest class machine.

The Henderson



7 Horsepower **Price $325** **4 Cylinder**

Noiseless
Vibrationless
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It Holds the Road
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Henderson Motorcycle Company

268 Jefferson Avenue **Detroit, Mich.**

Advice to the Prospective Purchaser of a Motorcycle

¶ If you want the acme of motorcycle luxury get a four cylinder "HENDERSON". It has the smoothness of a high grade motor car and the VIM and GO of a racing motorcycle combined.

¶ Should you want to have the company of your sister, wife or sweetheart you can take her with you and have the satisfaction of knowing that she looks like a LADY, not like excess baggage stuck on behind. When riding a "HENDERSON" she sits on a comfortable front seat. Side saddle if she is wearing an ordinary skirt or astride is she is dressed for it.

¶ The "HENDERSON" is clean. Clean in lines as well as otherwise. The flywheel is enclosed and no oil escapes anywhere.

¶ It is also cool. The motor cools perfectly because the incoming charge of gas sweeps the exhaust valves; there are large air chambers around the exhaust ports and the oil is cooled because of the fins on the crankcase. The machine is cool for the RIDER because the motor is BEHIND HIS LEGS.

¶ There are LOTS of other reasons why you ought to ride a "HENDERSON". We will tell you about them at the New York show or we will send you a booklet.

Henderson Motorcycle Company

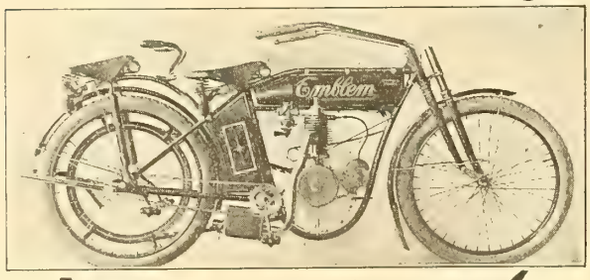
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NINE WINNING MODELS

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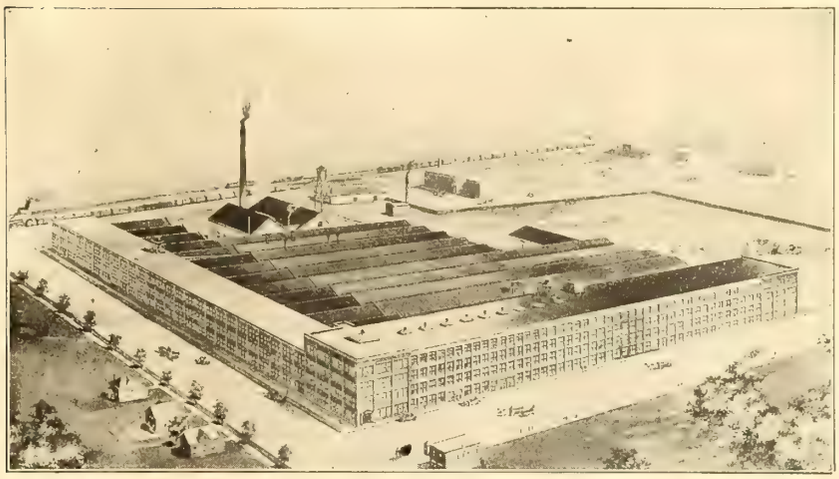
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ONE BIG THING
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Motorcyclists Find Tire Problem SOLVED!

Extra Thick Treads Increase Mileage—Reduce Tire-Cost

No longer do you go against the *tire problem* when you purchase a *motorcycle.* We have *solved* it. We offer you tires built by the world's greatest auto-tire experts—tires ridden by America's Star riders—tires that hold more world's records than all other makes combined. We offer them at the price of the common kind.

Thicker Treads

We build our motorcycle tires with treads thicker than those found on any other motorcycle tires. These extra thick treads mean more service, more wear. They also mean greater tire economy because *puncture* dangers are reduced and *repair bills* are cut down to a minimum.

Double-Proof Tires

These tires are as nearly trouble-proof as any pneumatic tire can be made.

The rubber we use is new, live, the highest grade we can buy. And our fabric is the toughest known. The plies of this fabric are laid on by a mechanical process of our own that practically does away with **weak spots** and resulting **blow-outs.**

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In these tests we place our tire on an endurance machine. We wear it down by hundreds of thousands of revolutions on a surface more **trying** than the average road.

Then we subject every other make of tire to the same test.

If our tire doesn't **outlast** and **outwear** every other make, then this type of tire never reaches the market. Thus do we **prove** our tires to be the most **"Durable Tires in Existence."**

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We have been building auto tires for over 13 years. We have studied the tire problem from every angle—have focused on it the brains and skill of the world's master tire-builders. Out of these years of delving for **best** methods, we evolved the Goodyear No-Rim-Cut Auto Tire. This tire has leaped into amazing popularity.

And from this same rich tire-building experience was born our **Motorcycle** Tire to meet the new demand.

With such tires as these offered at the common-tire price, it seems folly to take chances. You are sure to come to this tire **some day.** Why not save time and money by coming **now**—TODAY!

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Describes the most complete and perfect line of motorcycle tires in the world. Money-saving tips to tire buyers. Send for it at once.

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Branches and Agencies in 103 Principal Cities

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

(480)

THE
BICYCLING WORLD and MOTOR CYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, January 6, 1912. No. 16

TRADE MEETINGS DURING SHOW

Important Gatherings of Motorcycle Makers, Cycle Parts and Accessories Makers and Cycle Jobbers.

Show time in New York City means much to the various branches of the cycle industry. The annual gathering of tradesmen in the metropolis during the continuance of the great exhibition, brings the leading representatives of the industry together from all parts of the country, and the time is opportune for conference.

First of the meetings on the calendar are those of Wednesday, January 10, when at 2 o'clock in the afternoon, separate meetings of the executive committees of the National Association of Cycle Jobbers and Cycle Parts and Accessories Association, will be held at the Hotel Astor.

The next day, Tuesday, January 11, is the day set for the annual meetings of the National Association of Cycle Jobbers and the Cycle Parts and Accessories Association, and the place and time is the Hotel Astor, at 10 o'clock in the morning. On the same day and at the same time and place, there will be a business meeting of the Motorcycle Manufacturers' Association.

Immediately following these meetings of Thursday, there will be tendered at 1 o'clock in the afternoon, at the Hotel Astor, a luncheon by the Cycle Parts and Accessories Association, to the Motorcycle Manufacturers' Association and the National Association of Cycle Jobbers.

At these meetings there is every indication that the attendance will exceed every previous gathering of the three associations mentioned. Never were all three branches of the industry in such a thriving condition, or the outlook so optimistic. The displays at the shows will exceed all previous efforts and everything seems to point to the coming season as the banner one in the trade's history.

Pierce Cycle Co. Bankruptcy Proceedings.

Buffalo, N. Y., Jan. 3.—There will be a meeting of the creditors of the Pierce Cycle Company for the election of trustee in bankruptcy on January 10, in this city. It will be remembered that the company was adjudicated a bankrupt November 13, on the petition of Donald S. McKay, Conrad J. Lang and Gustave Benjamin, at which time the company withdrew defense to the proceeding so that trial was unnecessary. Receivers were appointed in the litigation started several months ago, and they claim to have operated the business at a profit. The bankruptcy proceedings are said to be of a friendly nature to effect a re-organization. New capital is said to be interested in the reorganization proceedings.

Motorcycles at Buffalo Auto Show.

Buffalo, Jan. 3.—Neal, Clark & Neal Company, the well-known motorcycle dealers, are the only exhibitors of motorcycles at the automobile show now in progress at the 74th Infantry Armory. The exhibit is attractive, and being the only one of its kind, naturally attracts much attention. Five models of the Indian are shown, ranging from the big "Four" single cylinder, with magneto ignition, to the giant "Seven," complete with magneto ignition, free engine clutch, and foot-starting device. A model of the Flanders is also shown. The show closes on Saturday evening.

Shipp Brackets on Solar Lamps.

Watt Shipp, Salem, Oregon, the well-known maker of Shipp brackets for carrying lamps on motorcycles and bicycles, announces that he has made arrangements with the Badger Brass Mfg. Co., of Kenosha, Wis., by which that company will equip its Solar gas lamps with Shipp brackets at the regular prices.

AFTER THE EASTERN TRADE

Arthur Davidson Says New England Is Fine Field.—Why Service Depot Was Established There.

During his recent trip through New England in the interests of the Harley-Davidson Motor Company, Arthur Davidson spent 10 days examining the business situation, with both ears to the ground. In speaking of the situation as it pertains to Yankeeland, Mr. Davidson says:

"New England is a fine business ground. The trouble has been that there has not been enough competition to liven it up, and there are lots of dealers that are going to handle motorcycles and handle them soon. In all the States, with the possible exception of Maine, the conditions for the sale of motorcycles are ideal. There are magnificent roads, beyond comparison with any other section of the country, and as I have been in every State in the Union but four, I feel qualified to speak on that particular subject.

"Our putting in a service depot at Danvers, Mass., to take care of the dealers at short notice, will do much to remove the popular notion that Milwaukee, where our factory is located, is a suburb of China, and it will give the Eastern dealers confidence to sell a machine made in the West. The average motorcyclist figures that in purchasing a western made machine it is up to him to look after it ever after, as the factory is way out west, in the direction of the Philippine Islands. By giving the riders service at short range we establish confidence in our products. This is the only thing a rider cares about when he buys a machine—will the factory take care of him and how much? The ability to give satisfactory service is the prime selling argument in the motorcycle business today."

READING-STANDARD'S DIRECTORS

Last Year's Business Satisfactory and Heavy Increase Expected For 1912. Two-Thirds of Output Sold.

At the annual meeting of the stockholders of the Reading Standard Company, Inc., of Reading, Pa., held December 28, the following directors were elected for the ensuing year: J. B. Fricker, Abner S. Deysher, William F. Remppis, Reading, Pa.; G. Jahn, F. A. Lemal, New York City; C. A. Earl, New Britain, Conn.; Charles T. Treadway, Bristol, Conn.; Ralph Webster, Elmira, N. Y.; F. R. Wilhelmy, Cleveland, O. The directors will choose the executive officers of the company at their next meeting.

All financial arrangements having been satisfactorily concluded and all plans for 1912 approved of, the policy of the company will be vigorous and aggressive in the extension of the R-S business during the coming season, and the sale of their well-known product.

The company reports a surprising interest in the new R-S models, and the booking of orders both for motorcycles and bicycles is far in excess of business of the previous season at this time. Immediate delivery is made on belt models, and delivery of twins will start very shortly.

The interest that is being manifested in the 1912 product is evidenced by the daily receipt of inquiries at the factory, and the statement of the company says that two-thirds of the output has already been sold. Reading Standards will be exhibited at both the New York and Chicago shows.

Harley-Davidson Puts on Chains.

New York City, Jan. 5.—When the Harley-Davidson show exhibit arrived at Joseph Buckingham's Broadway store today, it revealed that the Milwaukee builders had followed suit of the other big makers and flopped to the chain drive. One of the models, the coming of which had been guarded jealously, is a brand new 7-horsepower twin, with double chain drive, and the free wheel clutch on the rear hub. The new motor, while resembling the regular 6½-horsepower twin, is of special design all through, and is not the standard twin engine with enlarged cylinders. The chain drive is neatly worked out, the short chain being enclosed entirely. Large sprockets are used both on the countershaft and rear wheel, giving low chain speed, quietness of running and moderate piston speed. The gasoline tanks are double and have a total capacity of about four gallons. Each tank is a separate unit, having its own filler cap, needle shut-off valve, and outlet. The outlets are siamesed before reaching the carbureter. The big tool box back of the seat mast has been divided, and the upper compartment set aside for oil, affording a one gallon reservoir. The chains are 5/16 roller. In addition to the regular gravity sight oil feed, a hand pump is fitted. A double eccentric in the hanger gives independent chain adjustment on both sides of the machine. The inlet manifold has a sleeve regulated auxiliary air shutter.

Corbin Screw Corporation's New Manager.

Clarence A. Earl has been appointed general manager of the Corbin Screw Corporation Division of the American Hardware Company, at New Britain, Conn., following the re-organization of the properties that has been recently effected.

Charles Glover, the former president of the Corbin Screw Corporation, has been elected vice-president of the American



CLARENCE A. EARL
General Manager Corbin Screw Corporation

Hardware Company, in charge of the mechanical operations of all of the plants.

The promotion of Mr. Earl to that of general manager will be certainly very gratifying to his many friends connected with the bicycle and motorcycle industries. He started with the Corbin interests nineteen years ago as office boy in the New York office, has traveled on the road for a number of years, and has been connected with the New Britain factory for the past ten years.

Thursday of last week, Mr. Earl entertained 85 of the department heads of the Corbin company at a dinner in Bond's cafe, Hartford, Conn., at which Mr. Earl stated that plans had been formulated to greatly enlarge the scope of the business of the Corbin division of the American Hardware Company, and the occasion was a sort of get-together affair.

The coaster brake business of the corporation is one that is showing gratifying gain each year, and during 1911 this department showed an increase of 33 per cent. over 1910.

BREED COMPANY SELECTS OFFICERS

Bay City Men Actively Interested.—Temporary Factory to Be Used During Construction of Plant.

Bay City, Mich., Jan. 2.—It is officially announced that the Breed Motorcycle Company will begin the construction of motorcycles February 12. However, temporary quarters will have to be used for the production of this year's models, as the permanent factory of the company will be undergoing construction in the south end of the city.

At a meeting of the stockholders and directors of the company held in Detroit the following executive officers were elected: President, George W. Breed; vice-president, O. W. Ballard; treasurer, O. J. Morton; secretary, John J. DeYoung. The three last mentioned officers are all Bay City men, prominently identified with the South End Improvement Association, which was largely responsible for the Breed company locating here.

Court Decides "Nobby" Tread Infringes.

Ruling that it was the intent of the inventor that the tire tread specified in the Mell patent No. 898,907, "was for use on automobiles as distinguished from bicycles and motorcycles, though the patent contained no such limitations," Judge Hazel, sitting in the United States District Court for the Southern District of New York, on December 29, decided that the Morgan & Wright "Nobby" tread was an infringement upon the "Staggard" tread production of the Republic Rubber Co., of Youngstown, Ohio.

The Republic people, who, by the way, do not manufacture either motorcycle or bicycle tires, are the owners of the Mell patent, dated September 15, 1908, which, strangely enough, is specifically entitled "improvements on pneumatic rubber tires for bicycle wheels," and the suit was brought by them against Morgan & Wright for infringement. The latter interposed a strong defence but it served no purpose. They quoted the patent on the well known Bailey tread as an anticipation and made the most of it, and also brought to bear an English patent issued to one Healey, and which long since expired. But discussing them at considerable length, Judge Hazel ruled "that the gripping capacity of the studs, which was the desideratum of Mell's invention, was absent in both the Bailey and Healey treads.

Excelsior Motorcycles in Georgia.

Alexander-Seewald Company, 54-56 North Pryor street, Atlanta, Ga., well known as a leading bicycle and automobile supply house in the South, has contracted to handle the Excelsior in Atlanta and northern

Georgia The company will conduct a complete motorcycle store and repair shop, and will also do a jobbing business in supplies and motorcycle appurtenances. The company expects to accommodate its customers when desired by selling motorcycles on the instalment plan. T. C. Butler, Jr., who is well known in trade circles, will have full charge.

"Some" Paper Used in H-D Catalog.

Arthur Davidson, of the Harley-Davidson Motor Company, Milwaukee, started in to do some statistics on catalog stock the other day, and this is how he interestingly tells the story:

"The motorcycle business has indeed reached some proportions. We are just in receipt of our paper for our 1912 catalogue, and also advance folder, and it takes just 20¼ tons of paper to print these. The amount of publicity that this will give the motorcycle can be estimated better by making comparisons. In other words, it would make a strip one foot wide that would reach from Boston, Mass., to Philadelphia, Pa., from Chicago, Ill., to St. Louis, Mo., or from Santa Fe, New Mexico, to Denver.

Rival Shows Divide Exhibits in Toronto.

Toronto, Ont., Jan. 2.—The staging of two automobile shows of rival nature here, has led to a split among the city's motorcycle dealers so that the two-wheel flyers will be seen at each exhibition. Both shows are to be held during the last week in February, the one in the St. Lawrence arena and the other in the Toronto Armory. W. Dunn ,the Thor representative, will show at the Arena, along with others, while Herb. Kipp, Indian; Percy A. McBride, Excelsior; S. License, Harley-Davidson, and the Motosacoche agencies have already booked for space in the "drill-shed."

How One Dealer Has Progressed.

In presenting the illustrations of the old and new establishments of B F. Conner, of Wilkes-Barre, Pa., a striking example of the possibilities in store for energetic dealers is given. Mr. Conner, who is the representative for the Indian motorcycle in his city, started in the little one-story structure to do business eight years ago. Through persistent effort and "stick-to-itiveness" his business grew larger each year until the small quarters no longer sufficed for the demands of his trade.

Having in mind the expansion that had been made and looking to the requirements of the future Mr. Conner constructed the three-story building he now occupies, having taken possession in September last. It is located at 21-23 Hazel avenue, Wilkes-Barre. Mr. Conner is the possessor of good, healthy optimism, a fine business asset in itself, and when his new store gets too small for his requirements he expects to have a new building, twice the size, in which to conduct business.

Motorcycles the Greatest Time Savers.

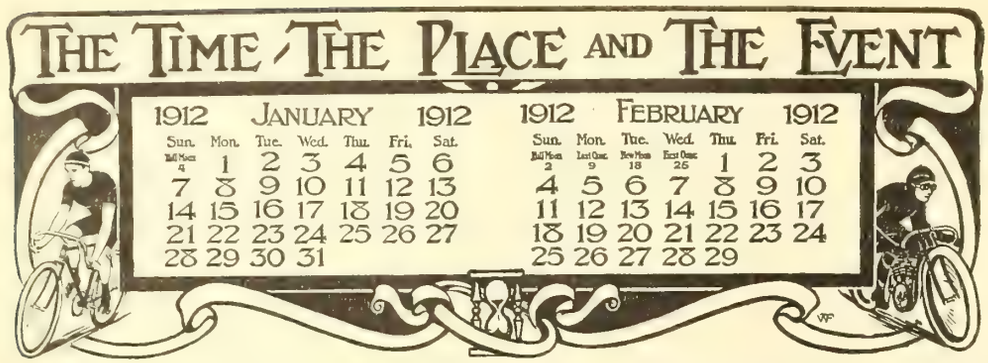
The new sales manager of the Flanders Manufacturing Company, John Yoke, has some excellent ideas of the values of motorcycles as a means for transportation, and their economic features. Here they are, and they are worth remembering:

"It is the greatest time-saver known. It quadruples the efficiency—the earning capacity of the owner. The collector can collect four times as many bills, the order taker can take four times as many orders. The boy can deliver four times as many messages, the contractor or architect can oversee four times as many jobs. Most important of all, the motorcycle is the cheapest form of human transportation ever invented excepting perhaps the bicycle."



OLD AND NEW STORES OF B. F. CONNER, A SUCCESSFUL WILKES-BARRE DEALER

THE TIME, THE PLACE AND THE EVENT



January 6-20, New York City—Twelfth annual automobile show in Madison Square Garden; motorcycle section included in first week.

January 10, New York City—Hotel Earlington; dinner tendered to motorcycle, bicycle and accessory manufacturers by Motorcycle Dealers' Association of Greater New York and the United Cyclists. Tickets, $2 each, may be secured from H. A. Gliesman, 782 Eighth avenue, New York.

January 10, New York City—Hotel Astor 2 P. M., meeting of Executive Committees of the Cycle Jobbers' Association and Committee of Cycle Parts and Accessories Association.

January 11, New York City—Hotel Astor, 10 A. M., meeting of Motorcycle Manufacturers' Association, Cycle Parts and Accessories Association, and Cycle Jobbers' Association. To be followed by luncheon tendered cycle jobbers and motorcycle manufacturers by Cycle Parts and Accessories Association, Hotel Astor, 1 P. M.

January 11, New York City—Miami Cycle & Mfg. Co, annual dinner to agents at Hotel Breslin; 2:30 P. M.

January 13, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue and 42d street.

January 13-27, Philadelphia — Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

January 20, Buffalo, N. Y.,—Seventy-fourth Infantry A. A., Armory, bicycle races and athletic games.

February 1, Buffalo, N. Y.—Sixty-fifth Infantry A. A., Arsenal, bicycle races and athletic games.

February 3, New York City—Company "K," 22d Regiment and Morningside Athletic Club, bicycle races and athletic games.

February 3-10, Chicago, Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory, under auspices of National Association of Automobile Manufacturers.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 21-28, Toronto, Ont.—Motorcycle show in Toronto Armory.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

Motorcyclists Obtain Licenses Early.

Toronto, Ont., Jan. 2.—With the advent of the new year, Toronto's 500 riders found occasion to clamor about a majestic pile known as the Parliament buildings, for the purpose of securing new number licenses and plates to tide them over for another twelvemonth. A number took time by the forelock by sending in applications, accompanied by the $3 fee, for renewals, long before the change in date, so that they would suffer no interruption in their riding. The distinction of being labelled No. 1 fell to the lot of Herbert Greenwood, the Triumph agent for Toronto. Fred Johnston, the Toronto club's new president, has been ticketed No. 9.

New Southern Touring Record Claimed.

En route to Savannah, Ga., Henry Crowell, of Asheville, N. C., riding an Excelsior twin, claims to have made Atlanta, 295 miles, in 11¼ hours. The best previous time, made by motor car, is said to have been 15 hours.



WHEN THE CRACK SALESMAN ARRIVED IN TOWN FOR THE SHOW
He signed the hotel register "J. de Smith, VII H. P., F. A. M.," and the "hops" mistook him for a nobleman.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 6, 1912.

An Excellent Prospect For Trade.

From every part of the country comes glowing reports of what the coming season has in store for the development of the industry. Never before from the standpoint of the motorcycle and parts, and accessories makers, has the situation been so optimistic as it exists at the present time.

Dealers are increasing their orders for early delivery so as to keep pace with the demand which is already making itself felt in those portions of the country where there is practically no winter season, and the selling period is practically an all-the-year-round affair. In the North every dealer is making preparations for a spring rush, and in consequence the order books of the factories are filled to overflowing. Traveling men who have their ears "close to the ground" say they never have heard so much motorcycle and bicycle talk as on their present winter trips.

All this augurs well for the year which has just made its advent, and which promises to produce a record business. Thousands of tradesmen are now gathering in New York City to attend the automobile and motorcycle shows, during the period of which important business meetings will be held by the various industries of the trade. These meetings are of great importance to the various industries that they represent, as they permit interchanges of ideas that result in a more definite understanding of business conditions, and in the establishment of mutual business confidences.

We congratulate the trade upon its prospects for 1912.

The Return to the Chain Drive.

Those partisans of the chain drive for motorcycles will find cause for much elation, in the sudden flop of the big makers to this type of transmission. For the past few years the belt has been gaining in favor, steadily, and only three or four manufacturers stuck by the chain. In fact, there were those who asserted confidently, that the chain would be superseded entirely before long, but others refused to accept the prophecy, and as strongly refuted the contention.

Three prominent makers, two of them always have been stanch advocates of the belt, and did not build chain drive stock machines, although they pinned their faith to the chain for racing, have, for 1912, brought out regular chain driven models. And only this week, another of the large manufacturers, who likewise always has been a belt champion, save for racing, has joined the camp of chain stock machines.

Now, every one of those manufacturers entitled to be included in that coterie known as the "big five" are building chain models. Three of them are very recent recruits to the chain ranks. Another old line maker, who formerly swore by the chain, and later abandoned it entirely, has come back to it this year. In fact, the first prominent maker to champion the chain drive, was its only strong and consistent supporter, in the days when the belt was in the ascendancy, and now has the satisfaction of seeing his chief rivals coming around to his style of transmission.

It is not to be inferred that the belt is going out suddenly, for but three manufacturers are building chain drive machines exclusively, while many are using the belt drive altogether, and several offer both types. As to the reasons for the sudden flop to the chain drive, there are several. One is that some manufacturers who used it on their racing machines with success, found themselves facing an insistent demand for it from their agents and riders. Another reason is, that those makers building high-powered belt driven twins, found that the belt would not hold, and that too much power was wasted. These may be said to be the primary reasons for the sudden popularity of the chain drive in quarters where it heretofore was unwelcome, at least on the surface. Manufacturing economy had nothing to do with it, for the chain drive is more expensive to build than the belt However, the fact remains that the chain has returned to favor suddenly, which is cause for keen jubilation in some quarters.

Progress of the Olympic Fund.

Following the old adage of "making haste slowly," the fund which is being raised to send a representative team of amateur bicycle riders to compete in the 200-mile road race at the Olympic games of Stockholm next July, steadily but surely increases weekly. So far the contributions have been largely by individual enthusiasts, who for the pure love of the sport, or through their inherent patriotism, want American riders to win what will be the greatest cycling road race in history.

The movement deserves something more than individual support, however. It needs and should have the united support of the trade. It is the red blood of competition that is the business producer, and all industries that produce goods that sportsmen use are healthiest when the manufacturer takes a keen interest in the sports competitive side.

Makers of bicycles and their fittings are the first to feel the impetus given to the trade when their representatives win in a contest, and a race is "everybody's candy" until it is won. Preliminary discussion of the various competitors' chances is stimulating to business.

Nothing in years has aroused so much general interest in cycling sport as the possibilities of an American team winning this race, and a manufacturer who is alive to his own interest should lend a helping hand in sending the team over. The dealer also, for the same reasons as concern the manufacturer, should apply his most earnest efforts, spreading the gospel locally and contributing substantially.


THE MEN WHO RUN THE SHOW
COL. GEORGE POPE
CHAIRMAN
CHARLES CLIFTON
ALFRED REEVES
MERLE L DOWNS, Secretary
1912
F.J. WESCHLER, Chairman
Motorcycle Show Committee

ALL READY FOR THE GARDEN SHOW

Preparations Complete for the Last Exhibition in Historic Structure—Motorcycle Exhibition Will Be Located in Balcony—Concert Hall and Basement for Accessories—Society to Be Out in Force.

When the doors of Madison Square Garden open on this (Saturday) evening there will be staged in its capacious arena the most splendid exhibition of automobiles and motorcycles ever presented to the view of the great American public. It is right that this should be so, as it also marks the finish of the historic Garden as a meeting place for the trade. The vast structure has been sold and must be torn down to meet the ever increasing demands of commerce for space in the up-town district.

The opening week, which includes in its system of dates January 6 to January 13, is devoted to pleasure cars and motorcycles, and it is pleasing to note that motorcycles this year are included in the dates that draw the most people, for although the motorcycle has its value in the commercial sense, the bulk of public interest at present is in the productions of the factory that cater to the pleasure and pastime of the user.

Following the precedent set other seasons ,there will be two "Society Nights"—Tuesday, January 9, and Thursday, January 11. These are always dressy occasions and the "smart set" turns out in full force. The display of gowns on these occasions rivals the horse show and the famous Metropolitan opera premieres. Last season the custom of removing one's furs became almost general and the attention of women is called to the fact that this year the coat rooms have been greatly enlarged, permitting wraps and furs to be accommodated, so the exhibits in the heated Garden can be viewed without being burdened with heavy outer apparel. Monday afternoon, January 8, there will be a "theatrical matinee," to which many prominent legitimate players have been invited.

Visitors who become fatigued after several hours of strolling about the booths will have plenty of opportunity to rest, for there are two long rows of loges with comfortable seats skirting each side of the main floor or the amphitheatre. They may be occupied without extra charge. From these one may gaze upon the passing show, and while the exposition is essentially one of cars, the visitors walking around the huge arena form a show in themselves—hundreds of beautiful women in beautiful gowns—a composite vision of loveliness.

The show, as in previous years, has been departmentized. On the main floor and elevated platform during the first week of the show will be found only gasoline pleasure cars. Electric pleasure vehicles and motorcycles will be located in the balcony. Cars will be exhibited in the exhibition hall, also, and in the concert hall and basement will be found a comprehensive line of accessories.

In bidding farewell to the Garden as a mart where annually have been displayed the productions of the trade since its earliest inception it is fitting to state that New York City will have prior to the time of holding the next annual show, a building suitable for the purpose. Construction has already begun on a giant arena facing on Lexington avenue, between 47th and 48th streets, which will have ample space for housing, and fully displaying the trade's products. It is expected that this building will be completed by October 1, in time for the November horse show.

IMPROVEMENTS THE DESIGNERS HAVE WROUGHT

It is fitting indeed, that the last motorcycle exhibition the famous old Garden ever will shelter, while not the largest in its history, easily will be the best. While it would be a cause for loud remark if the makers did not show good results in advanced designs and construction, after a whole year of experience, the great strides forward, which they have taken, are indeed far beyond expectations, that is, the expectations of those who do not look for the millenium in motorcycle building.

In the present show, 16 manufacturers are represented, two less than last year. There also are fewer models shown than in the past, as a result of the stronger trend towards standardization of lines. The line along which the greatest development has been made is that of comfort. Spring seat posts, or the "floteing" seat, has gained several advocates, including Harley-Davidson, Thor, Wagner and Excelsior. R-S and Emblem, who worked out the same principle along different lines, last year, still stand pat.

In frames, the rigid and the spring type, each have gained. Merkel, always the foremost advocate of the spring frame, lists a rigid model, also, while Minneapolis, has jumped to the other side of the fence and offers a spring frame. Both of these makers adhere to their previous frame standards. The tank-in-the-tube frame construction also has made recruits in Schickel, and Pierce, the latter bringing out new models.

There are two makers in the field who never have exhibited at a previous show, Henderson and Flanders. The former belongs in the four cylinder ranks, keeping company with Pierce. Flanders has placed all his eggs in the single cylinder basket. Pope is another, who is making his debut at a New York exhibition, although he "came out" at Chicago, last February.

Half the Makers Use Magnetos Only.

Of course every maker is using the magneto on some models, and half of them use it exclusively, as for instance Indian, Merkel, Flanders, New Era, Pope, Schickel, Pierce and Henderson. Indian and New Era went solid for magneto this year.

In transmission there has been a great deal of switching and straddling, and the chain has had the best of the deal. Harley-Davidson, Excelsior, Merkel and R-S have put on chains. The first three have used it for racing, but this is their first venture in the stock class. R-S once used it, and then abandoned it for a year, and now returns to it. The new Henderson also uses the chain, and with New Era, and Thor, are exclusively chain advocates. Thor has abandoned the belt.

On the other hand, Schickel, Flanders, and Pope, all newcomers, so far as New York is concerned, belong in the belt class. Also Excelsior, Pierce, R-S and Minneapolis, have added additional belt models. Pierce remains the only exponent of the shaft drive, at the show. The internal gear system also has gained a recruit in R-S, and Thor still clings to it. There is a tendency to completely enclose the short drive chain, Harley-Davidson and Excelsior, so doing, while Merkel and Indian partly case it. Henderson which uses a single chain, encloses it entirely.

There is a big rush to the clutch, and a lesser one to the two-speed. Some makers give the clutch as regular equipment like Emblem, Excelsior, Henderson, Indian, Merkel, New Era, Pierce, Thor and Yale. Clutches are extra with Harley-Davidson, M. M., Minneapolis and R-S. Schickel and Flanders, secure a free engine by slacken-



SOME OF THE "GRANDDADDIES" OF THE MODERN MOTORCYCLE

ing the belt, and the others offer no clutch or substitute.

Indian, Pierce, New Era, and Minneapolis, reinforced by Thor, compose the two-speed brigade. Minneapolis applies the two-speed to a flat belt model, blazing the way in this class. Pump lubrication has gained Henderson and Yale, and lost none during the year. Indian, Pierce four, and Thor stick to it. Thor has revised its system in the matter of pump drive. Pope and Flanders use gravity sight feed, and Schickel mixes the oil and gasoline in the tank, and feeds it homogenously.

Many Changes in Fork Construction.

There has been a deal of refinement in forks. Thor has abandoned his familiar pneumatic type, for the truss with enclosed double plunger springs. Schickel has a medium caster, with exposed springs, while Pope, and Excelsior, use laminated leaves. Yale also has a new double plunger fork, of the Sager type. The Henderson is a single cushion plunger, and Flanders is the same, with exposed springs. New Era retains the cushion plunger pattern, but it has been enlarged considerably, and several of the others have found room for fork improvement.

Harley-Davidson, Emblem and Excelsior have adopted the "camel back" frame, which is indicated by the sloping top tube. Flanders and Pope, also use this style, as does Schickel, the new Thor, R-S and Minneapolis. Yale, Merkel and Pierce continue with straight top tubes, and this style also is used by Henderson, but the tube slopes away from the head.

As a result of the attention given to the magneto, the coming season should witness less ignition trouble than before, on the new models. Indian, and Thor, have an enclosed arch magneto, the terminals, condenser and all working parts being housed. Schickel houses it entirely in the motor base, and has a spring drive, using no gears. The new R-S carries its magneto back of the motor, likewise the Excelsior single, while the new Thors have abandoned the rear seat and moved up front. Pope and Flanders, also mount their magnetos in front. Henderson has its magneto alongside the motor on the left, and driven from the front end.

Henderson, and New Era rather class by themselves, being hand cranked, and pedalless. Indian also shows the new Tourist Trophy pedalless models, with the foot starter. Starters, either hand or foot, are bound to increase, as the demand for easier starting becomes stronger and more persistent among those who are disinclined to exert themselves unduly.

This is the first show for multiple jet carbureters, although the Indian's was brought out late in the spring. Thor also has a double nozzle mixing plant, and Merkel has a new single jet device. Pope, Schickel, Flanders and Henderson, use single jet.

Overhead Rocker Inlet Valves Increase.

Twenty-eight inches remains the standard wheel size, Pope being the single exception. It comes in the 26-inch class. Two and one-half inches is the standard tire diameter, although Yale, Schickel and Thor have jumped to 2¾ inches. Pope is 2¼ inches, and also M. M., on some models. In valves, Thor, New Era and Henderson, have adopted the overhead rocker, and it also is found on the new Excelsior single. Others using this type retain it. Flanders, Pope, and Schickel are in the automatic inlet class, and Yale, Merkel, M-M and Emblem adhere to this type.

Tanks have been enlarged generally, wheelbases remain about the same, averaging from 53 to 55 inches, and motors have been refined, especially in the valve mechanism. Motors are quieter, cleaner and smoother running, as well as stronger, and attached more neatly. Indian joins R-S and Pierce four, with double brakes, and Indian also introduces the knockout rear axle. New Era now has company in the use of roller bearing hubs, Indian adding this type of bearing in the T. T. models. Henderson offers an innovation in two-passenger accommodation, being the first regular "double seater" to be listed. Spokes and rims are heavier, controls are strengthened, and handlebars are lower, longer, wider and more comfortable, as well as more secure. The standard powers are four for singles, and seven for multi-cylinders. The low-powered machine has disappeared entirely.

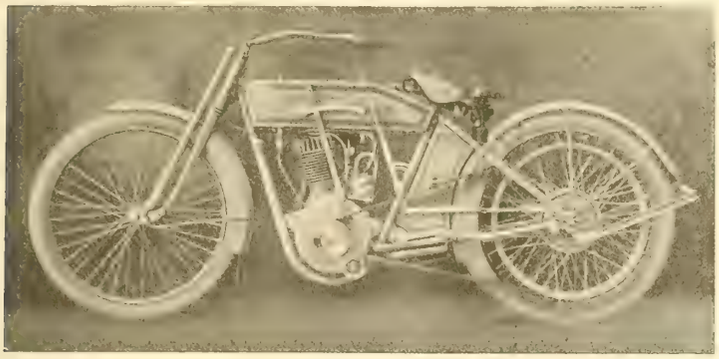
Of course the big reduction in prices is very prominent, almost on every make. The new figures are from $15 to $60 lower than last year, the average price of the single being $225, and of the twin $275. Improved design and neater lines and finish are noticeable all along the course. Makers at the show are building 35 models of singles, 16 twins and two types of fours, a most extensive array from which to select.

On the following pages will be found illustrations and condensed specifications of all makes on exhibition at the show, together with a list of the new features.



CONCERT HALL, WHERE MANY LEADING ACCESSORIES ARE SHOWN

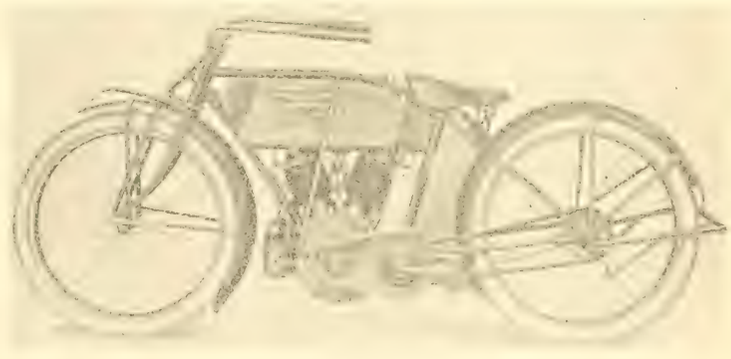
Motorcycles Shown at the Final Garden Gathering



1912 HARLEY-DAVIDSON SINGLE, $235

Motor—4-horsepower.
Valves—Inlet automatic.
Lubrication—Sight feed.
Speeds—One.
Fork—Sager type double plunger.
Drive—Flat belt.
Cylinders—One.
Ignition—Magneto.
Clutch—Disc on rear hub.
Frame—Rigid; trussed loop.
Brakes—One; coaster.
Tires—28 x 2½.

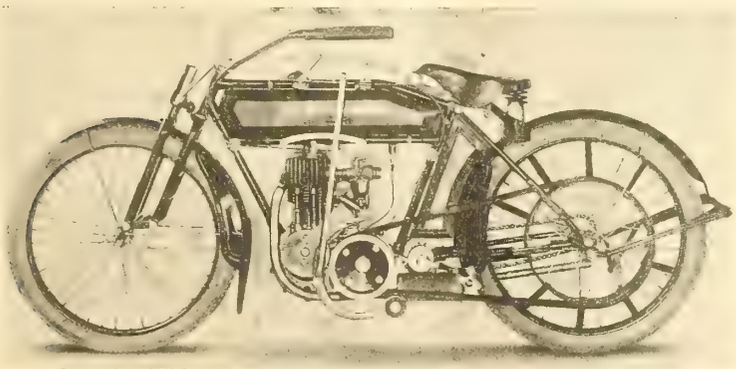
Control—Motor: double grip; belt tensioner: hand lever; free wheel clutch: hand lever; brake: pedal.
Tanks—Gasoline: 2 gallons; oil: 1 gallon.
Other models—6½-horsepower twin, magneto, $275; 7-horsepower twin, chain, magneto, $285; 4-horsepower single, battery, $200. Free wheel clutch, $10 extra. Only one chain model.
New features of the line—Floating seat; free wheel clutch; reinforced frame head; improved stand; drop forged rear stay jaws; improved brake arm fastening; front wheel side fenders; tank filler nozzles further forward; new piston; improved balancing of connecting rod; dropped top frame tube; lower riding position; eccentric pedal hanger; improved finish; more equipment; improved control mechanism; on the twin, improved inlet valve mechanism; greater silence; new pistons; new lower connecting rod bearing; better balancing of rods; greater motor flexibility.



1912 EXCELSIOR TWIN, $250

Motor—7-horsepower.
Valves—Mechanical.
Lubrication—Sight feed.
Speeds—One.
Fork—Scroll leaf.
Drive—Roller chain.
Cylinders—Two.
Ignition—Magneto.
Clutch—Disc on countershaft.
Frame—Rigid; trussed keystone.
Brakes—One; coaster.
Tires—28 x 2½.

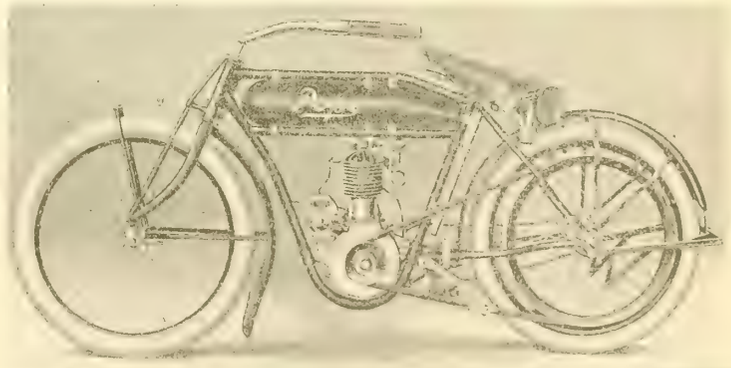
Control—Motor: double grip; clutch: hand lever; brake: pedal.
Tank capacity—Gasoline: 3 gallons; oil: 2½ quarts.
Other models—4-horsepower single, chain or belt, $200; 6-horsepower twin, belt only, $225; all with magneto and clutch; 4-horsepower single, belt only, battery, $175; same, magneto, $185.
New features of the line—Chain drive; disc clutch; magneto in rear of cylinder on single; cradle spring fork; spring seatpost; dropped frame; combination belt tensioner and clutch control on belt models; mechanical inlet valves on singles; enclosed short chain.



1912 MINNEAPOLIS SINGLE, $285

Motor—5-horsepower.
Valves—Mechanical.
Lubrication—Hand pump.
Speeds—Two.
Fork—Cushion plunger.
Drive—Flat belt.
Cylinders—One.
Ignition—Magneto.
Clutch—None.
Frame—Rigid; trussed loop.
Brakes—One; coaster.
Tires—28 x 2½.

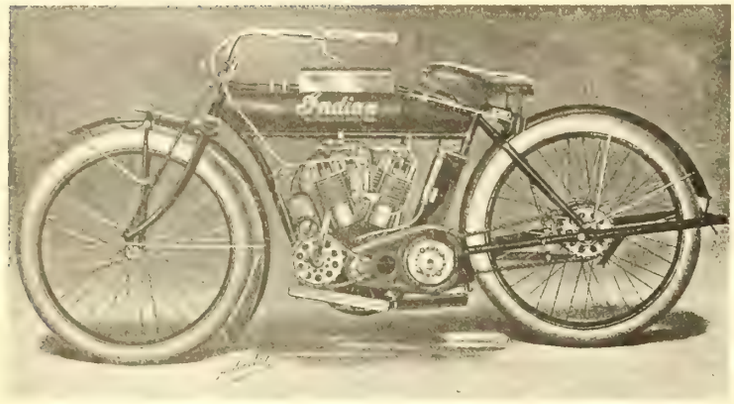
Control—Motor: double grip; belt idler: hand lever; gearset: hand lever; brake: pedal.
Tanks—Gasoline: 2 gallons; oil: 3½ quarts.
Other models—5-horsepower single, two-speed, chain drive, magneto, $285; 5-horsepower single, flat belt drive, one speed, magneto, $240; 5-horsepower single, two-speed, chain drive, magneto, with delivery van, $375. Spring frame, $15 extra on all models.
New features of the line—Spring frame; side splashers; belt drive models new throughout; delivery van new; application of two-speed gear to flat belt drive; new toolbox on spring frame models; lower gear ratios on two-speed; 26-inch wheels optional; oil window on right side of motor only.



1912 POPE SINGLE, $175

Motor—3-horsepower.
Valves—Inlet automatic.
Lubrication—Hand pump.
Speeds—One.
Fork—Cradle spring.
Drive—V belt.
Cylinders—One.
Ignition—Magneto.
Clutch—None.
Frame—Rigid; trussed loop.
Brakes—One; coaster.
Tires—26 x 2¼.

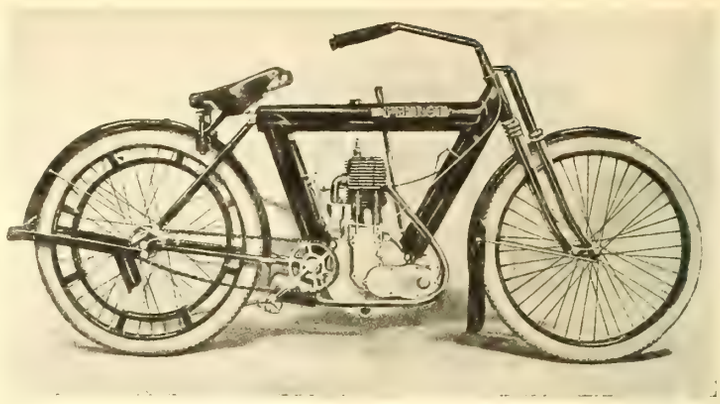
Control—Motor: double grip; brake: pedal.
Tanks—Gasoline: 1¾ gallons; oil: 1 quart.
Other models—None.
New features of the line—No changes over 1911 model; prominent characteristics are light weight, low price, neat appearance, simplicity.



INDIAN T. T. TWIN, $300

Motor—7-horsepower.
Valves—Mechanical.
Lubrication—Gear pump.
Speeds—One.
Fork—Cradle scroll spring.
Drive—Roller chain.
Cylinders—Two.
Ignition—Magneto.
Clutch—Disc on countershaft.
Frame—Rigid; trussed loop.
Brakes—Two; band.
Tires—28 x 2½.

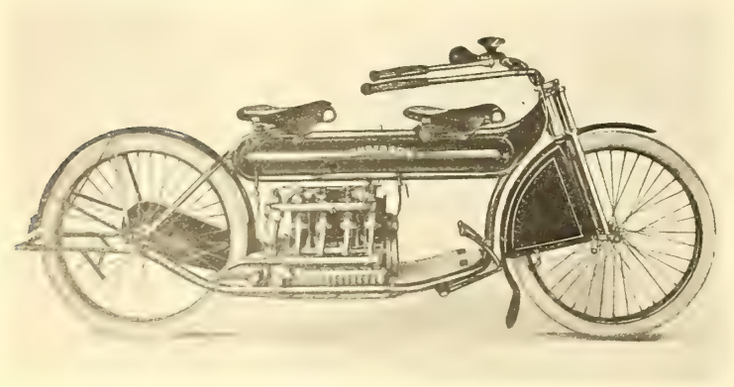
Control—Motor: double grip; clutch: hand lever; brakes: hand latch and pedal.
Tanks—Gasoline: 3 gallons; oil: ½ gallon.
Other models—4-horsepower single, chain or belt, $200; 7-horsepower twin, chain, $250; 4-horsepower Tourist Trophy single, chain, $250; all magneto and clutch. Two-speed, $25 extra on T. T. models.
New features of the line—T. T. models new throughout; improvements on regular models include front fender extension; heavier spokes; heavier rims; hard rubber ball grip on clutch lever; armored magneto; larger clutch on "7"; larger gasoline tank; motor base oil level indicator; cylinder priming cups; tank priming gun; multiple jet carbureter; redesigned front cylinder head and exhaust tube; heavier grip control universal blocks; new cam levers and hand lift valve levers on "4"; keyed handlebar stem; larger crankpin; larger valves; heavier springs; longer clutch bearings. Prominent features of the T. T. models are the foot starter; right hand clutch control; right hand gearshift; roller bearing hub; knockout rear axle; double band brakes and folding foot boards.



1912 PIERCE SINGLE, $265

Motor—5-horsepower.
Valves—Mechanical.
Lubrication—Hand pump.
Speeds—One.
Fork—Cushion plunger.
Drive—V belt.
Cylinders—One.
Ignition—Magneto.
Clutch—Disc on motorshaft.
Frame—Rigid; tubular keystone.
Brakes—One; band.
Tires—28 x 2½.

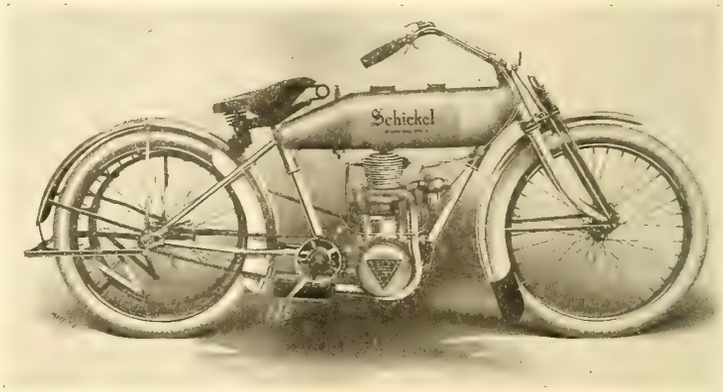
Control—Motor: double grip: clutch: hand lever; brake: pedal.
Tanks—Gasoline: 1¾ gallons; oil, 5 pints.
Other models—5-horsepower single, magneto, $225; 5-horsepower single, magneto, $250; no clutch on either; 7-horsepower four-cylinder, two-speed, shaft drive, clutch, double brakes, $400.
New features of the line—$250 and $265 singles, new models throughout; engine redesigned; longer stroke; larger valves; larger exhaust tube and muffler; quieter valve gear; oil insulated magneto; wider piston rings; flat rear pulley; new fork cushion; spring tank caps; improved carbureter; larger handlebar tubing and lower bars; lower frame head; roller contact grips; throttle grip starting index. Refinements on the four-cylinder include splash lubrication in addition to pump; redesigned crankcase; wider piston rings, pinned; oil tight motor base; oil gauge in base; new valve lifters; taper and key flywheel mounting; keyed gears; larger clutch pins; right hand gearset and clutch control.



1912 HENDERSON FOUR, $325

Motor—7-horsepower.
Valves—Mechanical.
Lubrication—Gear pump.
Speeds—One.
Fork—Cushion plunger.
Drive—Enclosed chain.
Cylinders—Four.
Ignition—Magneto.
Clutch—Disc on countershaft.
Frame—Rigid; underslung truss.
Brakes—One; band.
Tires—28 x 2½.

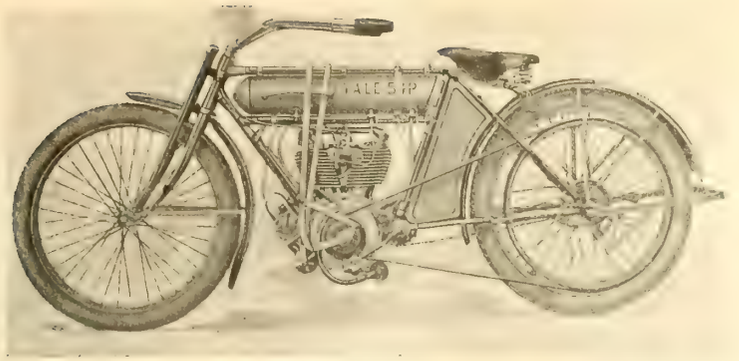
Control—Motor: double grip; clutch: pedal; brake: pedal.
Tanks—Combination.
Other models—None.
Features of the line—New model throughout; underslung frame; four-cylinder motor; enclosed chain drive; long wheelbase; pedalless; two seats; large tanks.



1912 SCHICKEL SINGLE, $225

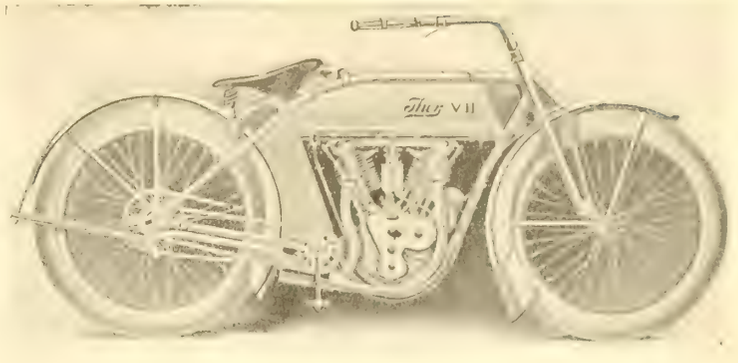
Motor—5-horsepower.
Valves—None.
Lubrication—Automatic splash.
Speeds—One.
Fork—Caster; Sager type double plunger.
Drive—Flat belt.
Cylinders—One.
Ignition—Magneto.
Clutch—None.
Frame—Keystone girder.
Brakes—One; coaster.
Tires—28 x 2¾.

Control—Motor: double grip, hand latch and thumb levers; brake: pedal.
Tank capacity—Gasoline: 3 gallons; oil: 1 quart.
Other models—None.
New features of the line—First time shown in New York; only two-cycle machine exhibited; oil and gasoline mixed in tank and fed homogeneously through carbureter; no valves, cams, gears, tappets; magneto enclosed and armature rotated by spring drive; spark advanced by rocking magnets and pole shoes, giving maximum strength spark at all speeds; tank forms large upper frame girder; tool compartment in tank tube.



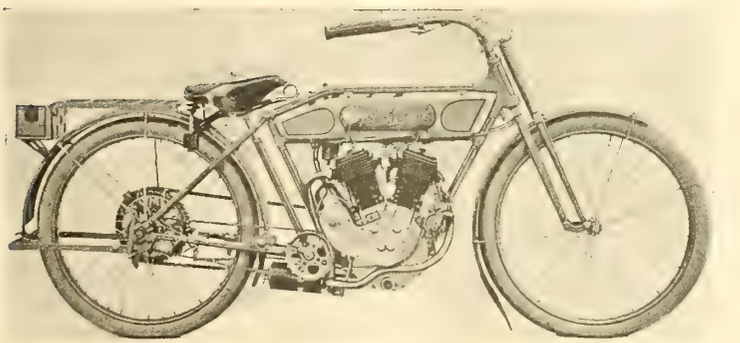
1912 YALE TWIN, $260

Motor—5-horsepower.
Valves—Inlets automatic.
Lubrication—Gear and hand pumps.
Speeds—One.
Fork—Sager type, double plunger.
Drive—Flat belt.
Cylinders—Two.
Ignition—Magneto.
Clutch—Disc on motorshaft.
Frame—Rigid; keystone truss.
Brakes—One; band.
Tires—28 x 2¾.
Control—Motor: double grip, clutch: hand lever; brake: pedal; belt tensioner: hand lever.
Tank capacity—Gasoline: 2 gallons; oil: 2 quarts.
Other models—4-horsepower single, flat belt, clutch, battery, $210; same, with magneto, $235; 7-horsepower twin, clutch, flat belt, $285.
New features of the line—5-horsepower twin, new model throughout; clutch on all models; mechanical oilers on the twins; larger tires on all models; new spring fork and handlebars; wider guards; improved finish; heavier spokes; priming cups on twins; improved grip control; eccentric yoke pedal chain adjustment; three stem handlebar fastening; larger head fittings, option of flat or V belt on all models; option of band or coaster brake on all models; twin cylinder flanges horizontal with road, giving freer air circulation around cylinders.



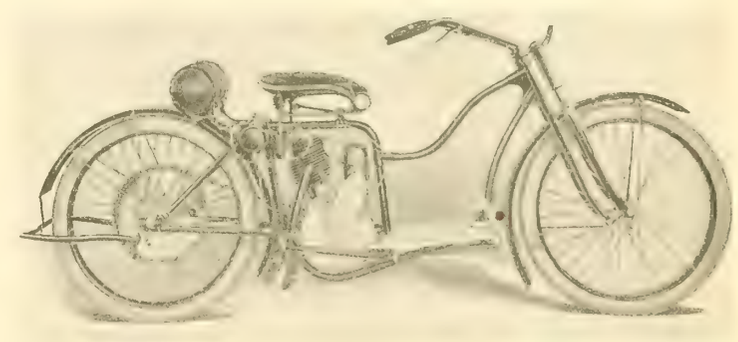
1912 THOR TWIN, $300

Motor—7-horsepower.
Valves—Mechanical.
Lubrication—Gear pump.
Speeds—One.
Fork—Sager type, double plunger.
Drive—Internal gear and chain.
Cylinders—Two.
Ignition—Magneto.
Clutch—Disc on motorshaft.
Frame Rigid; trussed loop.
Brake—One; coaster.
Tires—28 x 2¾.
Control—Motor: double grip; clutch: hand latch; brake: pedal.
Tank capacity—Gasoline: 3 gallons; oil: 1 gallon.
Other models—4-horsepower, single, clutch, battery, undergeared chain drive, $175; 5-horsepower single, magneto, clutch, undergeared chain drive, $250. Two-speed on twin, $25 extra; twin and 5-horsepower single have spring seat posts; 5-horsepower single, and twin, have armored magneto, and are duplicates save as to number of cylinders.
New features of the line—Twin and 5-horsepower single, entire new models, incorporating many refinements, and desirable units of preceding models; prominent improvements include camelback frame; truss spring fork, upright V motor; overhead rocker inlet valve actuation; magneto in front of motor; simplified oil pump drive; larger and neater tanks; neater and longer handlebars; armored magneto; front wheel side fenders; multiple jet carbureter; 50 degree twin cylinder inclination; spring seat post; two-speed gear; double stem handlebar fastening; larger tanks; cylinder priming cups; redesigned exhaust tubes; new stand; larger tires; distinctive white finish.



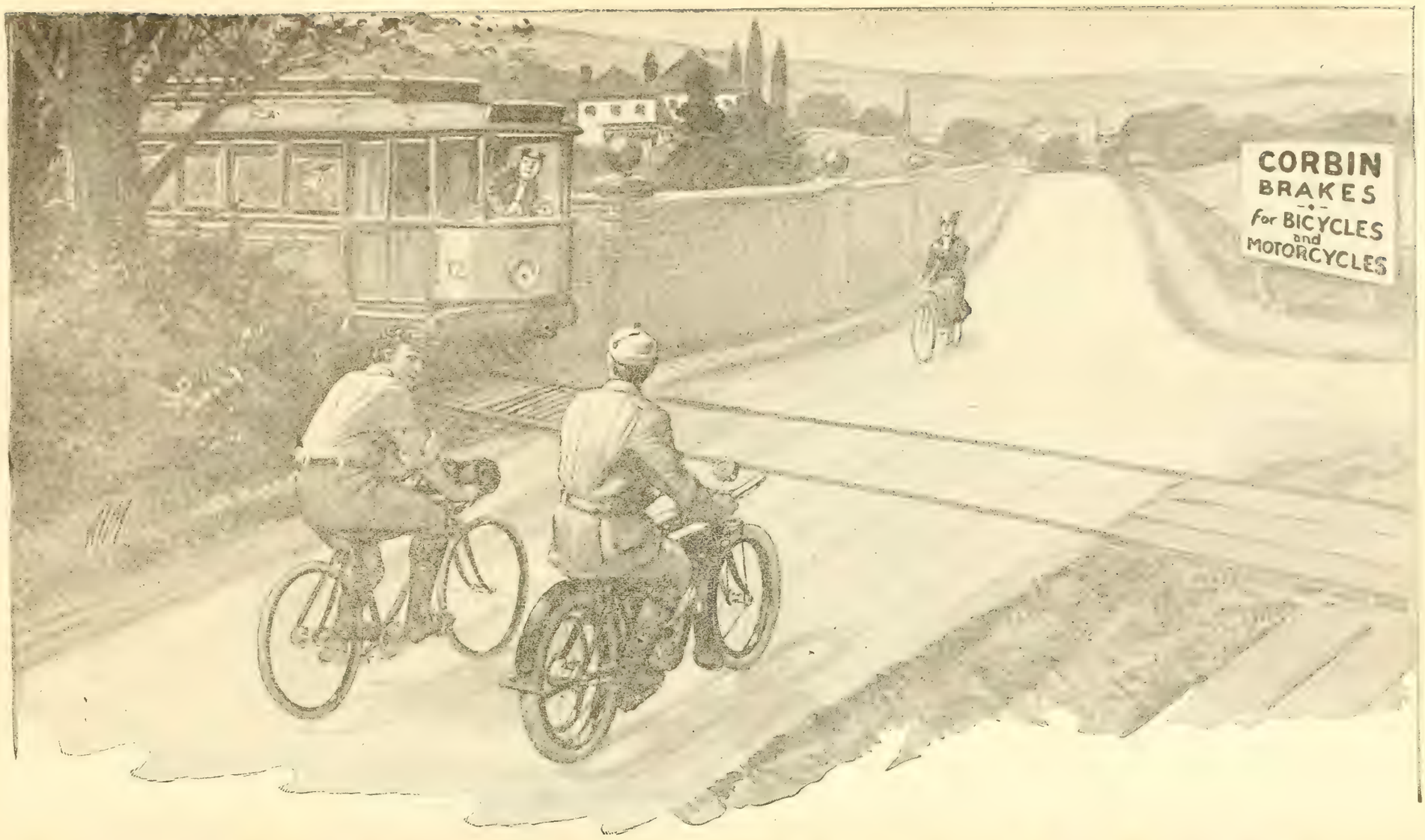
1912 R-S TWIN, $290

Motor—7-horsepower.
Valves—Mechanical.
Lubrication—Gravity feed and hand pump.
Speeds—One.
Fork—Cushion plunger.
Drive—Internal gear and chain.
Cylinders—Two.
Ignition—Magneto.
Clutch—None.
Frame—Rigid; keystone truss.
Brakes—Two; coaster and band.
Tires—28 x 2½.
Control—Motor: double grip; brakes: hand lever and pedal.
Tank capacity—Gasoline: 2½ gallons; oil: ½ gallon.
Other models—4-horsepower single, magneto, flat belt, $225; same with double brakes, foot rests, double lubricating systems, belt tensioners and double control, $250; clutch, $10 extra on twin.
New features of the line—Twin, and $225 single, new models; latter is $250 model stripped of double equipment; leading points on the twin are undergeared drive; double brakes; double lubricating system; foot rests; low chain speed; protected magneto.



1912 NEW ERA SINGLE, $285

Motor—4-horsepower.
Valves—Mechanical.
Lubrication—Sight feed.
Speeds—Two.
Fork—Cushion plunger.
Drive—Roller chain.
Cylinders—One.
Ignition—Magneto.
Clutch—Disc on countershaft.
Frame—Rigid; trussed cradle.
Brakes—One; band.
Tires—28 x 2½.
Control—Motor: double grip and hand latch; clutch: pedal; gearset: pedal; brake: pedal.
Tanks—Gasoline: 1¾ gallons; oil: 3 pints.
Other models—Same, with tandem seat, $300.
New features of the line—Inclined motor; Bosch magneto in front of cylinder; mechanical inlet valve; redesigned cylinder and exhaust pipe; new cam case; heavier fork and springs; easier starting motor; double lubricating system; new form seat spring suspension; heavier rims.



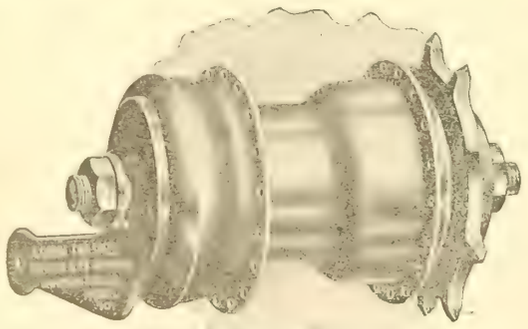
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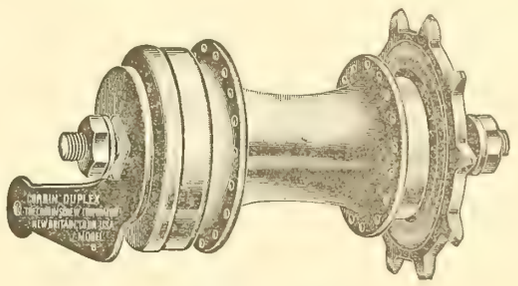
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The CORBIN MOTORCYCLE BRAKE has a V-shaped drum and a triangular friction band. This yields 50 per cent. more braking surface than the old flat band type. Riders of high powered machines should be Corbin equipped for this reason alone.

Chain interference is impossible with the Corbin Brake. The releasing mechanism is entirely outside, making the action easier and more reliable. The Corbin can be fitted to either belt or chain driven Motorcycles.

Your Guarantee of Corbin efficiency and reliability is the manufacturers' thirteen years experience.

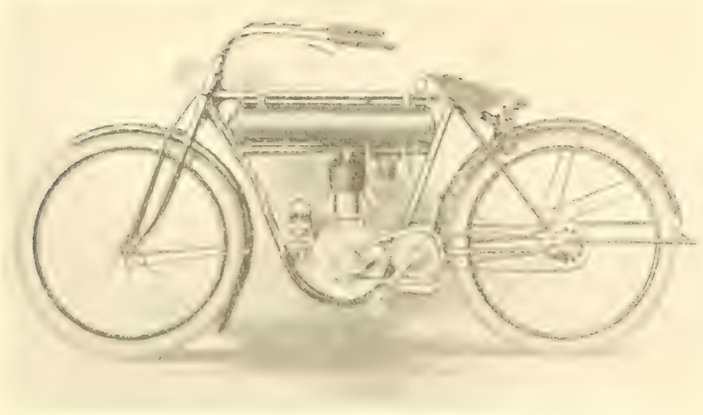
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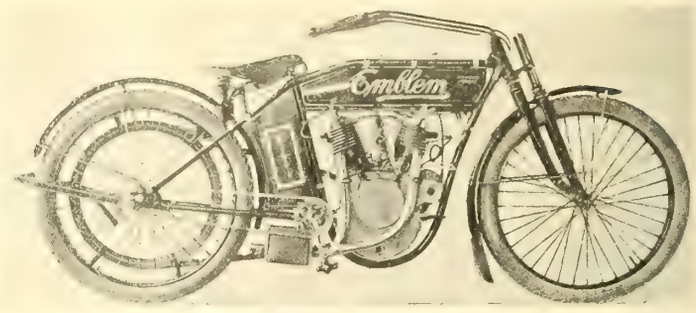
(Licensed Coaster Brake Manufacturers)

Western Office, 65 West Lake Street, Chicago, Ill.



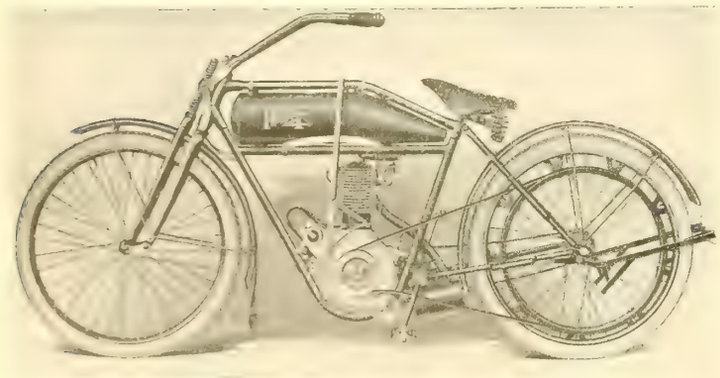
1912 MERKEL SINGLE, $200

Motor—4-horsepower.
Valves—Inlet automatic.
Lubrication—Sight feed.
Speeds—One.
Fork—Sager type, double plunger.
Drive—Chain.
Cylinders—One.
Ignition—Magneto.
Clutch—Disc on countershaft.
Frame—Rigid; trussed loop.
Brakes—One; band.
Tires—28 x 2½.
Control—Motor: double grip; clutch: hand latch; brake: pedal.
Tanks—Gasoline: 1¾ gallons; oil: ½ gallon.
Other models—4-horsepower single, $225; 6-horsepower twin, $250; 7-horsepower twin, $275; all magneto, chain or belt drive and spring frame.
New features of the line—Chain drive on stock models; new carbureter; rigid frame model; clutch as regular equipment on all models; shock absorber in hanger on spring frame models; larger belt.



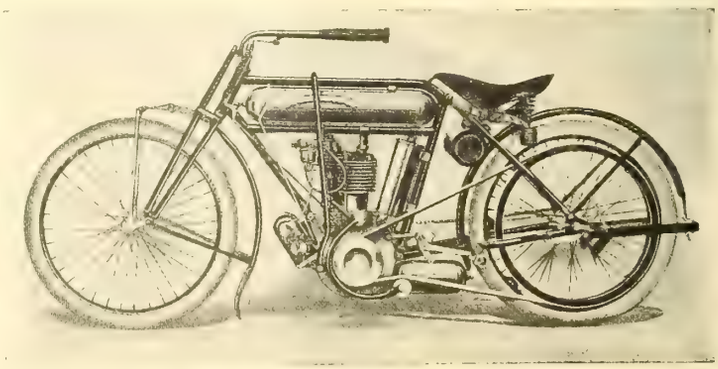
1912 EMBLEM TWIN, $250

Motor—7-horsepower.
Valves—Inlets automatic.
Lubrication—Hand pump.
Speeds—One.
Fork—Cushion plunger.
Drive—V belt.
Cylinders—Two.
Ignition—Magneto or dual system.
Clutch—Disc on main shaft.
Frame—Rigid; trussed loop.
Brakes—One; coaster.
Tires—28 x 2½.
Control—Motor: double grip; clutch: hand latch; brake: pedal.
Tank capacity—Gasoline: 2 gallons; oil: 2 quarts.
Other models—4-horsepower single, battery, $175; same, magneto, $200; 5-horsepower, single, battery, $200; same, magneto, $225. V or flat belt or either, and including clutch.
New features of the line—Shorter frame head; three stem handlebar lock; lower top frame tube; lower gooseneck saddle spring; longer front forks; greater front and rear mudguard clearance; improved rear fork ends, and stand mounting; improved stand; integral rear fork ends, and stand mounting; improved stand; oil compartment in front; oil pump in front part of tank; celluloid oil pump barrel; smaller battery case with improved fastening; thinner cylinder flanges; ground cylinders; improved crankshaft oil retention packing; improved base compression release; larger mainshaft and connecting rod bearings; improved valve mechanism; new contact breaker cam; larger clutch discs running in oil.



1912 FLANDERS SINGLE, $175.

Motor—4-horsepower.
Valves—Inlet automatic.
Lubrication—Gravity sight feed.
Speeds—One.
Fork—Cushion plunger
Drive—Flat belt.
Cylinders—One.
Ignition—Magneto.
Clutch—None.
Frame—Rigid; trussed loop.
Brakes—One; coaster.
Tires—28 x 2½.
Control—Motor: double grip; belt tensioner: hand lever; brake: pedal.
Tanks—Gasoline: 1½ gallons; oil: 1½ quarts.
Other models—None.
New features of the line—New model throughout; simplicity; low price.



1912 M. M. SINGLE, $200

Motor—4½-horsepower.
Valves—Inlet automatic.
Lubrication—Hand pump.
Speeds—One.
Fork—Leaf spring.
Drive—Flat belt.
Cylinders—One.
Ignition—Magneto.
Clutch—None.
Frame—Rigid; trussed keystone.
Brakes—One; coaster.
Tires—28 x 2¼.
Control—Motor: double grip; clutch: hand lever; brake: pedal.
Tanks—Gasoline: 1½ gallons; oil: 3 pints.
Other models—8-horsepower twin, belt and magneto, $275; 4-horsepower single special, magneto and belt, $160; same with battery, $140. V belt optional on all models. Expanding drum clutch for V belt equipped twin and big single, $15 extra.
New features of the line—Longer stroke on 4½ motor; new carbureter, cylinder priming cups, and regular equipment of flat belt and hand idler on twin; magneto gear driven on "4" special; general refinements include lower saddle position; new form of saddle; dropped seat cluster gooseneck; lower and longer handlebars; longer cylinders and pistons; four rings; greater front tire clearance; longer fork uprights and heavier spring leaves; drop forged fork rockers; wider rocker bearings; drop forged one-piece flywheels and mainshafts; vanadium steel fork spring leaves.

New Fixin's for the Man and Motor

WHAT THEY ARE AND WHERE TO FIND THEM

As usual a surpassingly complete line of motorcycle accessories will be displayed at the Garden exhibition. Practically every product entering into the manufacture of the motorcycle, either in raw or finished form, will be displayed, and visitors will have an opportunity to become familiar with the construction of the various components by close range study at the booths where they will be exhibited. That star educational school, the sectioned instrument, of course will be staged at many booths, and in some cases will be shown in actual operation.

The exhibitors of motorcycle accessories and the products they will display, together with their space numbers, are as follows:

At space 218, in the west balcony, the Bosch Magneto Co., New York City, will show a complete line of its motorcycle magnetos. This will be the only show of the year at which the full Bosch line will be exhibited. The motorcycle magnetos are designated by new numbers, ZEI and ZEV, succeeding the DAV and DA2 types. They retain the principal features of the preceding types, and in addition, all the operating parts are enclosed, rendering the instruments practically oil, dust and water proof, and immune from derangement by any weather condition.

Enclosed magnetos also will be a prominent feature of the display of Marburg Bros., Inc., New York City, at space 537. This firm is exploiting the Mea instrument, a German make, whose most striking characteristic is its rocking magnets and pole pieces, for advancing the spark. It is claimed that these instruments are so completely weatherproof, that they will operate regularly in a downpour of rain. They are made for dual systems of ignition. Another line to be shown at this stand, is the S. R. O. ball bearing, which hails from Switzerland. It is claimed that the makers are the oldest factory producing annular bearings, and special stress is laid on the means devised to insure positive lubrication.

Something entirely new in motorcycle clothing will be shown at the stand of the Nathan Novelty Co., New York City, space 621. A novel and stylish two-piece riding suit has been designed, in dark double mackintosh material, which is claimed not to show dust or grime. The coat may be worn either tight fitting, or box style, by means of an invisible belt. The trousers are roomy above the knees, like riding breeches, and at the calves have a legging fit, with a snap catch. Also, a full line of Nathan standard goods for the rider and machine will be shown.

Motors in single and twin form, together with disc clutches, and two-speeds of the sliding gear type, will constitute the exhibit of the F. W. Spacke Machine Co., Indianapolis, Ind. They will be located at space 312. The complete line of motors consists of 4 and 5 horsepower singles, and 7 and 9 horsepower twins, the latter being the highest powered motorcycle engine manufactured in this country. The motors are equipped, either for chain or belt drive, and come complete with magneto and carbureter. One of the unique features is the enclosed shaft magneto drive. An engine in section also will be exhibited.

A display board showing the delineation of a motorcycle in its entirety, as regards tubular parts, will be the top line feature of the exhibit of the Standard Welding Co., Cleveland, O., at space 177. The parts will be shown just as supplied to manufacturers of complete machines, and will give a very clear idea of how many Standard products are used in the making of a motorcycle. Another display board will show samples of stock tubing, and still another a line of rims and belt pulleys. The rim display will include a new type, just brought out, and accepting any 2½, 2¾ or 3 inch tire. It is made in two diameters, 26 and 28 inches, and of course is of heavy stock to withstand the increased strains which it is intended to bear.

At space 125, the Badger Brass Mfg. Co., New York City, will show a complete line of Solar motorcycle lamps, both acetylene and oil. The acetylene types are made with separate and self contained generators.

F. A. Baker & Co., New York City, while missing from the motorcycle section this year, will be on hand as usual with a very complete line of domestic and foreign accessories and novelties. They will be located at space 401 on the mezzanine floor.

The Baldwin Chain & Mfg. Co., Worcester, Mass., will show a line of motorcycle chains embracing the well known Baldwin quick detachable link feature. This exhibit will be found at space 136.

Byrne, Kingston & Co., space 174, carbureters and spark coils; Coes Wrench Co., Worcester, Mass., space 155, wrenches; Columbia Lubricants Co., New York City, space 217, oils and greases; Connecticut Telephone & Electric Co., Meriden, Conn., space 154, spark coils; Continental Rubber Works, Erie, Pa., space 217, Continental motorcycle and bicycle tires; Diamond Chain & Mfg. Co., Indianapolis, Ind., space 138, chains; Diamond Rubber Co., Akron, O., space 127, motorcycle and bicycle tires; Joseph Dixon Crucible Co., Jersey City, N. J., space 182, lubricants; Eisemann Magneto Co., New York City, space 216, magnetos; Federal Rubber Mfg. Co., Milwaukee, Wis., space 222, Federal motorcycle and bicycle tires; Fisk Rubber Co., Chicopee Falls, Mass., space 122, Fisk tires.

J. L. Gibney & Bro., Philadelphia, Pa., space 501, tires and accessories; B. F. Goodrich Co., Akron, O., space 126, Goodrich tires; Goodyear Tire & Rubber Co., Akron, O., space 130, Goodyear Blue Streak tires; R. E. Hardy Co., Detroit, Mich., space 134, spark plugs; Hawthorne Mfg. Co., Bridgeport, Conn., space 579, Old Sol lamps; Herz & Co., New York City, space 259, Herz magnetos; S. Hoffnung & Co., Ltd., New York City, space 588, Coventry chains; International Acheson Graphite Co., Niagara Falls, N. Y., space 257, graphite; Janney, Steinmetz & Co., Philadelphia, Pa., space 173, spark plugs; Jeffery-DeWitt Co., Detroit, Mich., space 567, spark plugs.

Jones Speedometer, New York City, space 143, speedometers; Light Mfg. & Foundry Co., Pittstown, Pa., space 133, aluminum castings; Manufacturers Foundry Co., Waterbury, Conn., space 276, cylinder castings; C. A. Metzger, Inc., New York City., space 135, spark plugs; Charles E. Miller, New York City, space 161, accessories; Wm. P. Miller's Sons, Brooklyn, N. Y., space 618, belt dressing; A. R. Mosler Co., New York City, space 180, spark plugs; Frank Mossberg Co., Attleboro, Mass,. space 581, wrenches.

National Carbon Co., Cleveland, O., space 132, batteries; New Departure Mfg. Co., Bristol, Conn., space 223, motorcycle and bicycle brakes, cyclometers; New York Sporting Goods Co., New York City, space 251, accessories; A. S. Noonan Tool & Machine Works, Rome, N. Y., space 514, chain tools; Pennsylvania Rubber Co., Jeannette, Pa., space 147, Pennsylvania tires; Pittsfield Spark Coil Co., Pittsfield, Mass., space 167, spark coils; Rose Mfg. Co., Philadelphia, Pa., space 279, Neverout lamps; C. F. Splitdorf, Inc., New York City, space 128, magnetos, coils, plugs; Standard Thermometer Co., Boston, Mass., space 247, Standard speedometers; Star Speedometer Co., Milton, Pa., space 405, speedometers; Stevens & Co., New York City, space 619, accessories; Stewart & Clark Mfg. Co., Chicago, Ill., space 227, Stewart speedometers; Timken Roller Bearing Co., Canton, O., space 165, roller bearings.

C. O. Tingley & Co., Rahway, N. J., space 407, tire sundries; United States Tire Co., New York City, space 124, United States tires; Vacuum Oil Co., New York City, space 188, oils; Veeder Mfg. Co., Hartford, Conn., space 123, cyclometers; Warner Instrument Co., Beloit, Wis., space 150, Warner autometers; Weed Chain Tire Grip Co., New York City, space 142, tire chains; Wheeler & Schebler, Indianapolis, Ind., space 145, carbureters; Whitney Mfg. Co., Hartford, Conn., space 179, Whitney chains; W. R. Winn, New York City, space 425, lubricants.

Where to Put the Magneto, and Why

By A. H. BARTSCH.

It is surprising to note that during the rapid development of the modern motorcycle, one vital point had been practically overlooked by many manufacturers until but a year or two ago; that is, the proper attachment and location of the magneto, "the motor's heart."

Two or three manufacturers have awakened to the necessity, and it is hoped that the rest soon will follow, in placing the magneto in a position where it will be protected from the splashes of road water, nor required to receive the brunt of a downpour of rain. Magneto makers have watched the ordeal, if I may so term it, that their instruments were required to undergo, and one of them at least is showing at the Garden an instrument that is entirely water and dust proof; but this should not hinder placing so important a member of a motorcycle's make-up in a more protected position.

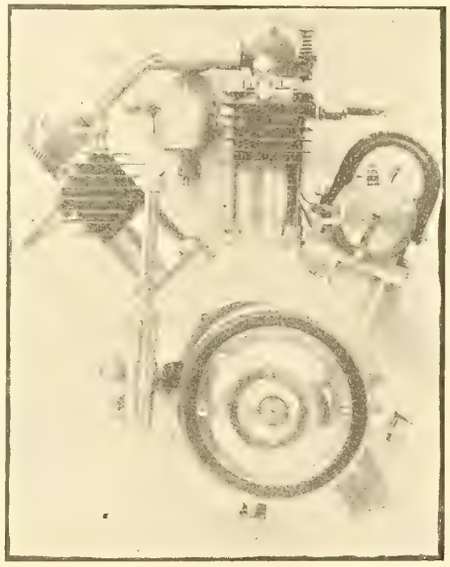
Strange as it may seem, it is nevertheless true, that the high tension magneto was used on motorcycles quite some time before it made its appearance as part of the automobile's equipment, so that it is rather difficult to understand why the motorcycle makers, who led the way for manufacturers of the more expensive pleasure vehicle, should remain behind the times and allow themselves to be criticised for inaction.

The magneto assisted materially in establishing the motorcycle as a reliable vehicle, and this form of ignition has become so widely known for its dependability, that the battery, which held the position of chief importance as a current source, but a few years ago, now is rated as a "has been." The change has helped greatly the present day mount in establishing itself among a bétter class of people, who, heretofore, have refused to tinker on the roadside with the difficulties connected with timer and coil.

As I have said, the motorcycle designer was in the advance when he adopted the high tension magneto for his ignition system, but be that as it may, most of them now can learn considerable from the automobile designer concerning the actual attachment of the instrument.

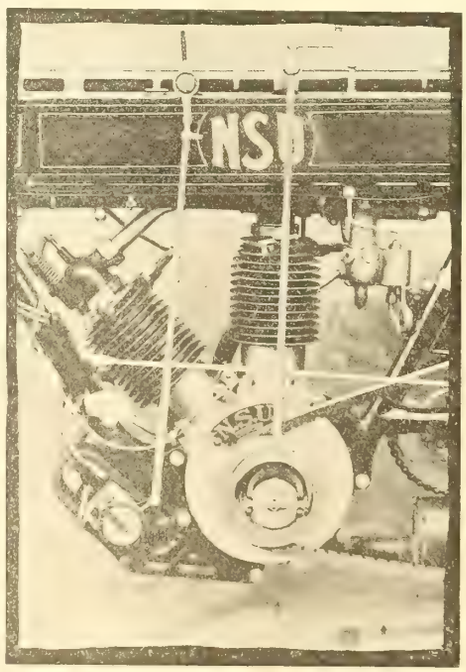
Of course, it is to be admitted, that the designers of engines for motorcycles have a very much harder set of conditions to face, than those confronting the designer of motor car power plants. Motorcycles must be compact, the motors must be small yet powerful, and whatever appliances are necessary to make up the power unit, must fit in unfilled spaces below the tank, which, by the way, are rather limited. In addition, these components must appear as a direct part of the motor itself as nearly as possible.

This has resulted in placing the magneto forward of the motor in most in-



PROPER PLACE FOR THE MAGNETO

stances, which location has proven to be exactly the one a magneto should not occupy, for when it is desired to remove the instrument, it is exasperating, to say the least, to find the holding down bolts which secure the magneto to its platform, so



MAGNETO UNSUITABLY PLACED

covered with mud, and encrusted with rust, that the task of removal is made nigh impossible without causing considerable damage.

Moreover, this position forward of the crank case, brings the magneto so low, as to make it necessary for the rider to assume anything but a comfortable position, when the contact breaker or carbon brushes require attention after a drop into a mud hole or water pool.

As mentioned, some of our designers have awakened to the evident necessity of protecting the magneto from the ravages of mud, water and road dust, and are relocating the instrument to the rear of the motor. In another year, I hope, for the good of all who motor on two wheels, that we will see all magnetos so placed, as to contribute further to the reliability of the motorcycle in general.

Several years ago, a motorcycle handled by a large dry goods concern in New York —the machine was an imported one—had the magneto placed in the tank. The armature was driven by a shaft with bevel gears, obtaining power from the countershaft gear. This location surely protected the magneto admirably, but a possible leakage of gasoline into the magneto compartment might have resulted in a serious conflagration, although I yet have to hear of one so started. In addition to this rather adverse possibility, a fall would be liable to break or bend the driving shaft, and thus the motor would be placed entirely out of commission.

Still another point to be considered before adopting this position for the magneto, is the fact that a very undesirable reduction in tank capacity would result, so that, all in all, this location hardly would appeal to the majority of riders.

I believe it was about three years ago, that the N. S. U. Motor Company, of New York, placed a small twin cylinder motorcycle on the market, with the magneto mounted on an aluminum platform abaft of the engine. When I saw this, and the neat method of casting the platform integral with the crank case, I expressed myself as being satisfied that motorcycle designers at last were going to give the riding public a proper location for the magneto on their mounts.

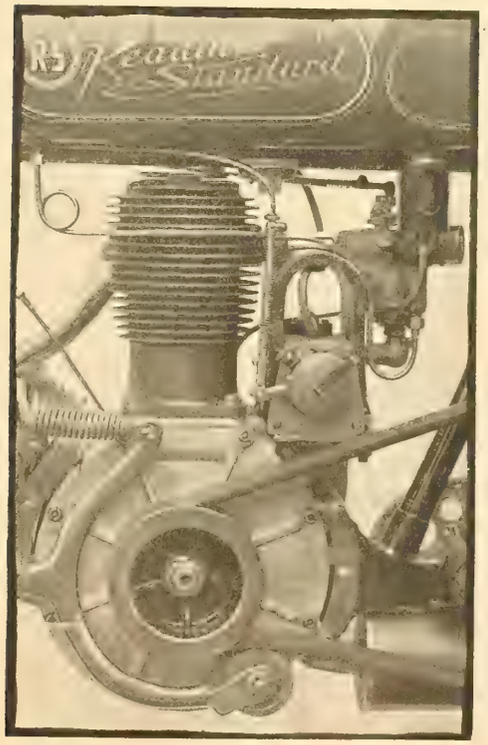
Here was a magneto, easily accessible, not at all in the way, and protected from the splashes and dashes of mud and rain. The position was not so high as to cause the machine to be top heavy, yet, when the contact breaker required inspection, it was possible to attend to it without standing on your head.

Very shortly after this, I was glad to note the Harley-Davidson people placing the magneto on their single cylyinder model also to the rear of the motor, high and dry from the road. In view of these examples, we may hope, in the near future, to purchase our favored mounts with the magneto properly located.

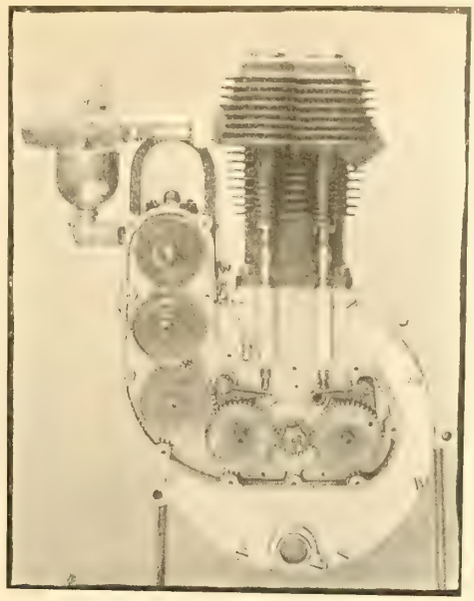
Now that manufacturers are giving a more protected position to the magneto, more is to be learned from the automobile designer, who once learned from us; —that is, in regard to the actual attachment of the instrument. In the cases cited, the magneto is secured by holding down bolts, which, as I have mentioned, make detachment very trying when they become rusted, as they naturally will do, being unplated.

The majority of magnetos fitted to automobile motors, are held in position by dowel pins or studs fitting into nicely registered recesses. Two brass straps then are passed over the magnets, one from each side of the base plate, and are held together at the top by a neat form of clip, removable by releasing a thumbscrew. These straps hold the magneto firmly on its bed, while the studs prevent shifting; really an ideal method of securing the instrument.

At the 1911 motorcycle show at Madison Square Garden, I was very agreeably surprised to find the newly modeled R. S. single cylyinder motorcycle designed with its magneto secured by a method very similar to that just explained. The straps, instead of being secured by a thumbscrew, were held to the base by a plain bolt, which in turn was secured to the platform casting by another bolt, as illustrated in the accompanying photog.aph. Thus a secure fastening and an excellent location was given the magneto.



PROTECTED FROM MUD AND WATER



SHOWING AN IDEAL GEAR DRIVE

This really is the ideal, from my point of view, and I feel quite justified in saying that many others would be pleased to see all motorcycles so designed that the magneto is given not only a more protected position, but that its detachment would be a mere matter of loosening one nut or thumbscrew.

While I am dealing with the subject, a small point, which could be improved upon, is the method of retiming the magneto. At present, too many parts have to be removed before the magneto timing can be altered. Of course, it is seldom that the timing requires any alteration, and it is best to leave it as set by the motorcycle manufacturer, but then, some riders will race and tour on the one machine, and it might be able to make the necessary timing alterations, or arrangements, more simplified for them. This would be appreciated by those who have trouble with timing gears slipping on the taper shaft, thus throwing the timing entirely out. We shall live in hope.

A Dissertation on Tire Valves.

An old tire man who has followed the development of the motorcycle from its inception, has the following to say regarding valves:

"It is a remarkable fact that the valve insides to-day are the same that were used twenty years ago on bicycle tires. In fact, the valve is about the only individual part of motor vehicle construction that has not been greatly improved.

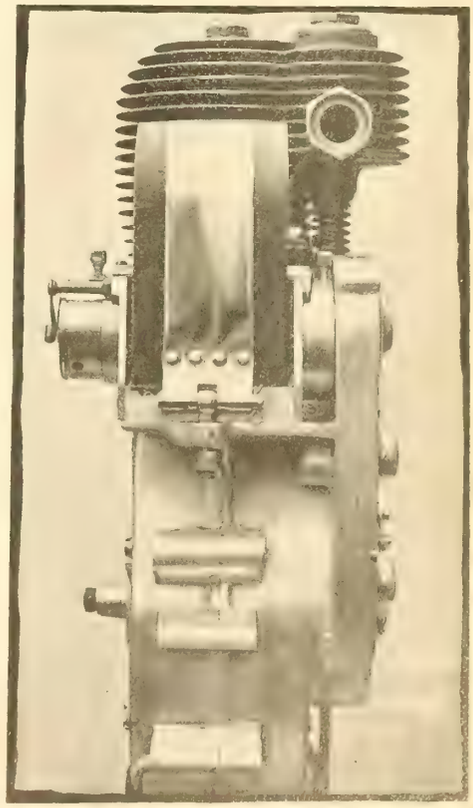
"My observation is that a great deal of tire trouble is due to leaky valves, and this is particularly annoying because frequently the real cause is not discovered until after the shoe has been taken off. In any event, the only remedy is replacing the valve-plunger, and this necessitates pumping an empty tube. Furthermore, if the plunger sticks, it is more than likely that the little prongs at the top will be twisted off so that the inside cannot be removed at all.

"Often, assuming that no difficulty has been experienced in taking out the inside, a new inside will not remedy the trouble, because the small external rubber washers rot and stretch so fast that they are quite likely to be defective, although apparently in good condition. Furthermore, the inner metal shoulder in the outer tube, against which this washer seats, may be burred or worn, and the least defect will cause the washer to tear.

"Great care is needed in inserting the inside, because it must be screwed tight to seat the washer, but if screwed too tight it may tear the washer. I have put into the same tube two or three new insides in succession without stopping the leak.

"I have also seen persistent leaks through the check valves themselves. These valves are so infinitesimally small that it is impossible to tell by inspection whether they are defective or not, so that it is a matter of luck whether or no a new inside will remedy the difficulty. The small size of the inflating passage and the proportionally large back pressure are a result in the use of a great deal more muscle in pumping than ought to be necessary.

"On several occasions during the past four years, I have had a whole new valve put into an otherwise serviceable tube. This is more expensive than any other tube repair; and, furthermore, if the repair is carelessly done, the tube is likely to be spoiled."



STRAP FASTENING BETTER THAN BOLTS

How Our Advertising Paid Our I

ONLY a limited number of people will of their own accord buy moto limited number, we believe, will not purchase much more than on various motorcycle factories.

Realizing this the Harley-Davidson Motor Company does not inter satisfied with their share of this natural demand. We are therefore in campaign ever even attempted by any motorcycle manufacturer. Half Saturday Evening Post, Collier's Weekly, Everybody's, Cosmopolitan, American, Argosy, Sunset, Pacific and the rest of the prominent national m

We will tell in these ads of the advantages to be had from the use o particular advantages of this machine itself.

Millions of people will be influenced more or less by these adv dealers, and our experience last year has demonstrated absolutely Davidsons. For instance, here's a few examples:

Recently our dealer in Danville,' Kansas, reported the sale of Harley-Davidsons to seven (7) prospects we had referred to him within one month.

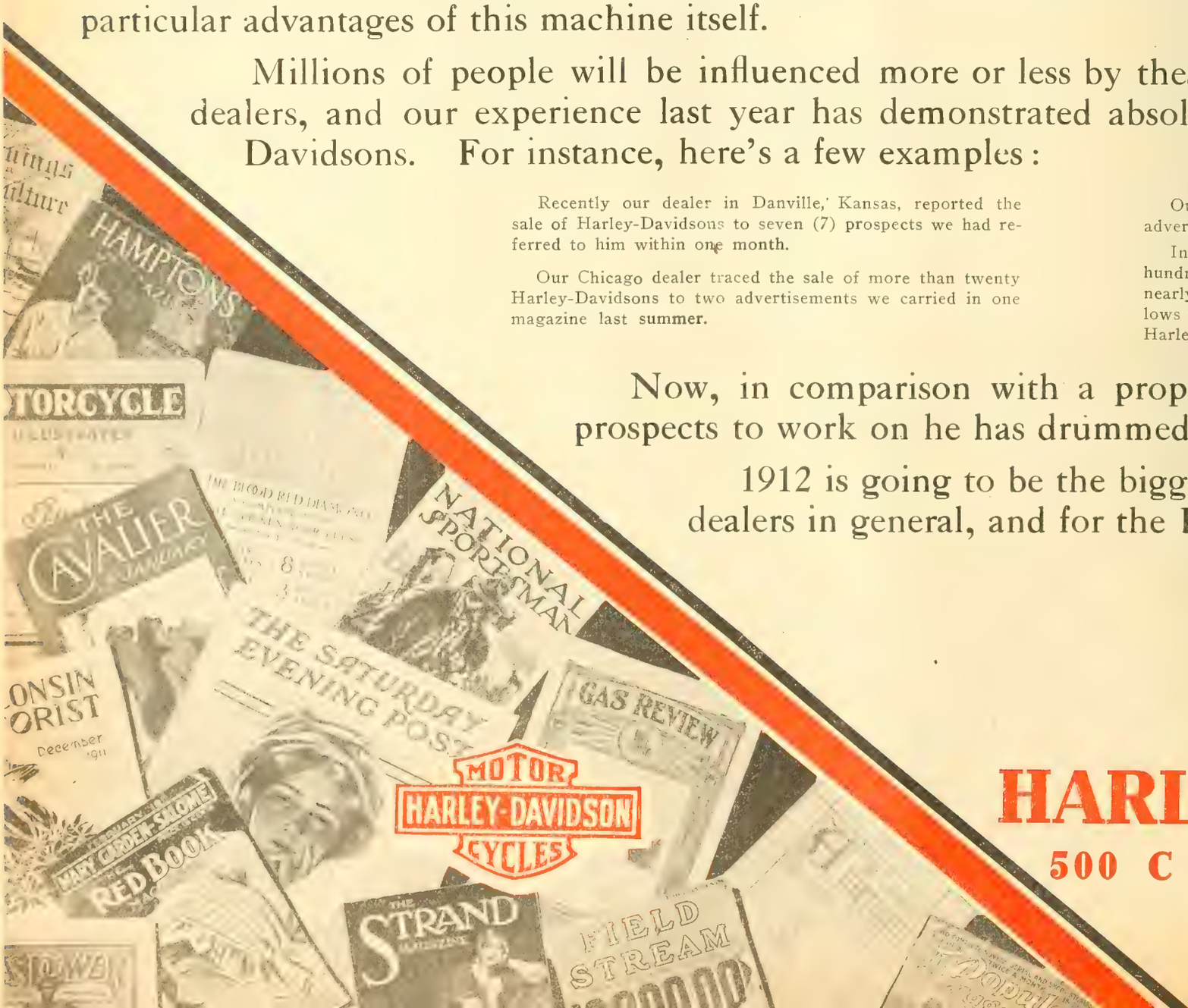
Our Chicago dealer traced the sale of more than twenty Harley-Davidsons to two advertisements we carried in one magazine last summer.

Our dealer i advertisement i

In Clevelan hundreds last y nearly one-four lows who came Harley-Davidso

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1912 is going to be the biggest ye dealers in general, and for the Harle



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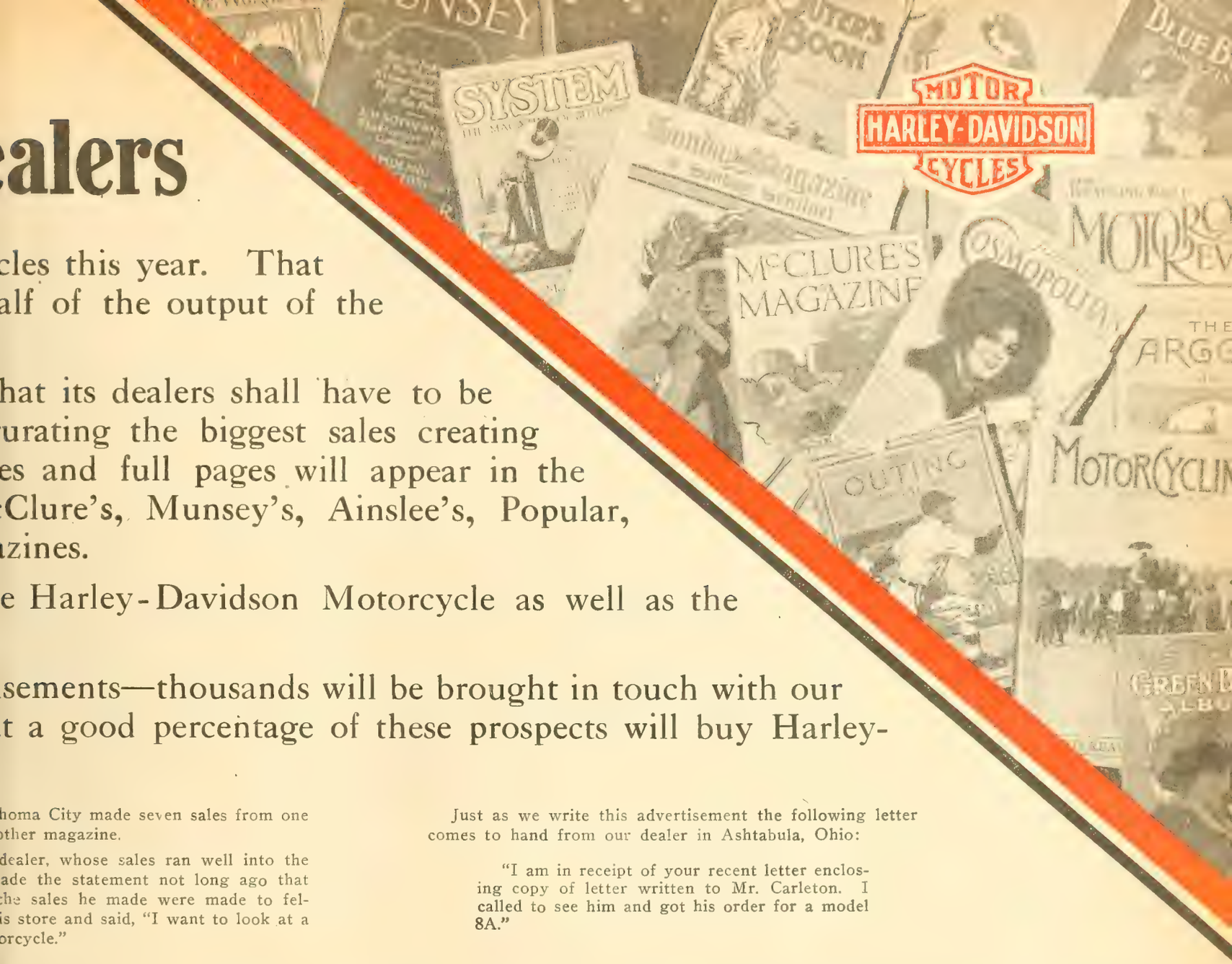
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homa City made seven sales from one
other magazine.

dealer, whose sales ran well into the
ade the statement not long ago that
the sales he made were made to fel-
is store and said, "I want to look at a
orcycle."

Just as we write this advertisement the following letter comes to hand from our dealer in Ashtabula, Ohio:

"I am in receipt of your recent letter enclosing copy of letter written to Mr. Carleton. I called to see him and got his order for a model 8A."

f this kind, where does an ordinary dealer **"get off at"** who only has the
self, by his own personal efforts? Think it over.

the motorcycle industry has ever known. The biggest year for motorcycle
avidson in particular.

The Harley-Davidson is a Dealer's Proposition Worth Considering.

-DAVIDSON MOTOR COMPANY

t **MILWAUKEE, WIS.**

How Our Advertising Paid Our Dealers

ONLY a limited number of people will of their own accord buy motorcycles this year. That limited number, we believe, will not purchase much more than one-half of the output of the various motorcycle factories.

Realizing this the Harley-Davidson Motor Company does not intend that its dealers shall have to be satisfied with their share of this natural demand. We are therefore inaugurating the biggest sales creating campaign ever even attempted by any motorcycle manufacturer. Half pages and full pages will appear in the Saturday Evening Post, Collier's Weekly, Everybody's, Cosmopolitan, McClure's, Munsey's, Ainslee's, Popular, American, Argosy, Sunset, Pacific and the rest of the prominent national magazines.

We will tell in these ads of the advantages to be had from the use of the Harley-Davidson Motorcycle as well as the particular advantages of this machine itself.

Millions of people will be influenced more or less by these advertisements—thousands will be brought in touch with our dealers, and our experience last year has demonstrated absolutely that a good percentage of these prospects will buy Harley-Davidsons. For instance, here's a few examples:

Recently our dealer in Danville, Kansas, reported the sale of Harley-Davidson to seven (7) prospects we had referred to him within one month.

Our Chicago dealer traced the sale of more than twenty Harley-Davidsons to two advertisements we carried in one magazine last summer.

Our dealer in Oklahoma City made seven sales from one advertisement in one other magazine.

In Cleveland, our dealer, whose sales ran well into the hundreds last year, made the statement not long ago that nearly one-fourth of the sales he made were made to fellows who came into his store and said, "I want to look at a Harley-Davidson Motorcycle."

Just as we write this advertisement the following letter comes to hand from our dealer in Ashtabula, Ohio:

"I am in receipt of your recent letter enclosing copy of letter written to Mr. Carleton. I called to see him and got his order for a model 8A."

Now, in comparison with a proposition of this kind, where does an ordinary dealer **"get off at"** who only has the prospects to work on he has drummed-up himself, by his own personal efforts? Think it over.

1912 is going to be the biggest year the motorcycle industry has ever known. The biggest year for motorcycle dealers in general, and for the Harley-Davidson in particular.

The Harley-Davidson is a Dealer's Proposition Worth Considering.

HARLEY-DAVIDSON MOTOR COMPANY

500 C Street — **MILWAUKEE, WIS.**

Latest F.A.M and Club News.



437 OFFICIAL REPAIR SHOPS

Year Just Closed Shows Excellent Results in Membership Department—New Year Promises Much Progress.

Says Chairman Estabrook, of the F. A. M. Membership Committee in his weekly bulletin:

Hutchinson, Kansas, is a thrifty western city of about 25,000 inhabitants, in which the percentage of motorcyclists is fully up to the average. Harry A. Ambler, 20 West Sherman street, who is contemplating building a motorcycle garage, has made a canvass of the riders and finds a sentiment in favor of organizing a club, the details of which will soon be perfected.

H. F. Lans, who is connected with the Phoenix Cycle Company, 135 North Center street, Phoenix, Ariz., has been interviewing the motorcycle riders of that hustling town, and has secured pledges sufficient to form an F. A. M. club. The Phoenix Cycle Company has a finely equipped general repair shop, and will be registerd as an F. A. M. institution.

A movement is on foot in Augusta, Ga., to organize an F. A. M. club to come in early in the new year. Chester Story is planning to run some local races, the proceeds of which will be donated to the embryo club

The chairman has been permitted to view the plans and itinerary of the Central District Tour, which will be conducted under the ausnices of the Short Grass Club of Kansas, during the summer of 1912, and feels frank to say this will be the greatest event of the kind ever attempted by motorcyclists. Of course it would be unfair to give even a line on this in advance of the information itself, which will presently be given to the cycling papers. However, riders who could reach this tour with one or two day's traveling, should begin now to lay their plans and get into communication with Vice-President B. J. Patterson, of Pratt, Kansas, who will furnish details and otherwise advise with prospective tourists. This tour is going to be a hummer and the rider who misses it will lose the opportunity of a lifetime. It is not going to be a high cost affair, either, but it will be a high-class and novel one, and riders should watch the papers for the announcements. Verily, Patterson and the officers of the Short Grass Club can show all of us a little bit, and then some.

During the closing week of the year, 19 repair shops were registered, making a grand total of 437. The new registrations are as follows: F. D. Johnson, 619 Walnut street, McKeesport, Pa.; P. I. Haynes & Co., 45 North Third street, Columbus, O.; Appleton Motorcycle Company, 760 College avenue, Appleton, Wis.; F. W. Huels, 115 State street, Madison, Wis.; W. H. Wolfe, 1011 Chestnut avenue, Altoona, Pa.; G. W. Webb, 2210 Fourth avenue, south, Minneapolis, Minn.; J. Carriker, Orange, Calif.; B. B. Millison, 114 South Fifth street, Steubenville, O.; W. E. Metzger Company, 351 Woodward avenue, Detroit, Mich.; A. McCarthy & Son, 915 Frederick avenue, St. Joseph, Mo.; Richardson Bros., 439 Court street, San Bernardino, Calif.; J. E. Swank, 338 South Sandusky avenue, Bucyrus, O.; E. O. Wheeler, 174 Central avenue, Albany, N. Y.; T. E. Lindsay, 59 North Sixth street, Zanesville, O.; T. M. Caldwell, Telephone Block, Amarillo, Tex.; S. J. Van Pelt, Washington C. H., Ohio; Warsaw Motorcycle Company, 120 West Market street, Warsaw, Ind.; Brockton Sporting Goods Company, 11 North Main street, Brockton, Mass.; Frank H. Drew Company, 226 South Second street, Cedar Rapids, Ia.

All registered F. A. M. repair shops are local recruiting station for the F. A. M., where literature pertaining to the organization is always on tap, and where copies of the motorcycle journals may be consulted. Touring or visiting members, or other riders, can always obtain reliable information at the F. A. M. shops.

Will County Club's Annual Ball.

Joliet, Ill., Jan. 2.—Great preparations are in progress for the annual ball of the Will County Motorcycle Club, January 11. One of the unique features of the decorations of the hall is that everything used bears a relation to motorcycling, and clubs and organizations from all over the country send samples of their pennants and club colors to add to the effect. Manufacturers and dealers send along their illustrated advertising matter, and as it is all arranged artistically on the walls the effect as a whole is pleasing.

DECEMBER MEMBERSHIP REPORT

Secretary Gibson's Monthly Bulletin Announces 233 New Members for the F. A. M., and 114 Renewals.

December was productive of securing 233 new members for the Federation of American Motorcyclists, coming from the following States: Massachusetts, 7; Connecticut, 1; Rhode Island, 1; New York, 21; Pennsylvania, 12; Maryland, 3; Tennessee, 5; Georgia, 3; Florida, 14; Mississippi, 1; Texas, 4; Oklahoma, 1; Indiana, 11; Illinois, 11; Ohio, 64; Wisconsin, 2; Michigan, 6; Missouri, 2; Kansas, 19; Nebraska, 4; Iowa, 3; Minnesota, 1; California, 14; Arizona, 1; New Mexico, 1; Oregon, 2; Montana, 1; Colorado, 6; Idaho, 2; Washington, 2; Canada, 3; Philippine Islands, 2.

By F. A. M. districts the division of the new members for December is as follows: New England, 9; Atlantic, 39; Peninsular, 23; Gulf, 5; Lake, 96; Central, 27; Southwestern, 22; Pacific, 7; Canadian, 3; Insular, 2. Of the new members 159 are affiliated with clubs and 74 have no club affiliations.

There was a total of 114 renewals of membership for November, divided as follows in the various districts: New England, 17; Atlantic, 24; Peninsular, 3; Gulf, 3; Lake, 39; Central, 6; Southwestern, 16; Pacific, 6.

Encouraging Development of Chesapeakes.

Baltimore, Jan. 2.—The Chesapeake Motorcycle Club, the youngest motorcycle organization of Baltimore, is now snugly installed in its new club house on Baker street, corner of Fulton avenue. The club is not yet a year old, but has met with a success most gratifying to the original promotors, and a substantial increase in the membership is anticipated in the spring. The new club house consists of a one-story and basement detached building just off a smooth street, and is nicely fitted up, the basement being the meeting room, while the upper floor will be devoted to social affairs, a ladies' night is being planned to occur at frequent intervals.

The new home of the club, however, does not allow much room for the storage of

machines, but the members consider it as but a stepping stone to a larger home in the near future. Recently a movement was started looking towards a consolidation of the club with the Maryland Motorcycle Club, but the Chesapeakes turned down the proposition, feeling fully able to paddle their own canoe. During the coming season the Chesapeakes expect to promote a number of contests, and expect to take a prominent part in the motorcycle affairs of the Monumental City.

Cold New Year's Run of Ohioans.

Columbus, O., Jan. 2.—Mercury in the local thermometers was down among the wee figures on New Year's Day, when 15 members of the Columbus Motorcycle Club gathered at Broad and High streets for the first "social run" of the year to Springfield, a distance of 65 miles. The start from the "Arch City" was made at 10 o'clock. From the frozen and rough condition of the roads, spills and accidents were sprinkled plentifully in the path of the Columbus cyclists. Seven of the 15 starters "died" en route, and after thawing out at various farm houses along the road turned their machines about and "beat it" home. Those fortunate to reach Springfield immediately put themselves on the outside of a good dinner. The start back was made at half-past one, but some of the riders did not reach home until long after old Sol had dropped below the western horizon. At Springfield, two braver spirits, Leo P. Birkenbach and Otto Tressmer decided to visit Dayton, 27 miles farther on. The two riders made excellent time despite the poor condition of the roads and reached the "Gem City" later in the afternoon. Birkenbach has the agency of the Yale machine and he rode a new "Five" on the trip.

Oakland Wants Club 100 Per Cent. F. A. M.

Oakland, Calif., Jan. 1.—At the meeting of the Oakland Motorcycle Club, held December 29, it was decided that all applicants for membership must be F. A. M. members, or willing to become such upon entrance. At the present time 75 per cent. of the members belong to the F. A. M. and the near future will see the club an 100 per cent. one.

On New Year's Eve the club participated 400 strong in the parade given by the Oakland Improvement Club in honor of changing the steam railroad lines to electric power. The parade was a decorated one, and included singles, tandems, sweethearts and wives and possibly the other fellow's girl, all decorated in club colors of red and green.

As will be seen by referring to the two views of the interior of the club's headquarters published on this page, fine accommodations are provided for the members and their friends. In the meeting room all the comforts of home are provided, and the line of amusement is looked after in the equipment of the pool room, where is located the cigar, candy and soda water stands. The club has completed all arrangements for an immense theater party, to take place during the early part of January, and which is anticipated to exceed any previous event of the sort.



HUNGRY CEDAR RAPIDS MOTORCYCLISTS READY FOR ANNUAL FEAST

Iowa Motorcyclists Celebrate with Banquet.

Cedar Rapids, Ia., Jan. 1.—Organized last March, with a charter membership of 28, the Cedar Rapids Motorcycle Club has now almost 100 on its rolls. This is progressing, some, and the club recently celebrated with a banquet to inaugurate the social winter season, a flashlight photograph of which is shown on this page. The club stands high in the estimation of the citizens, and one of the most prominent organizations of its character in Iowa.

Lockport Celebrates With Banquet.

Lockport, N. Y., Jan. 2.—The dining room of the Niagara House, this city, was the scene of the annual banquet of the Lockport Motorcycle Club, on New Year's Eve and 50 members and guests attended. The event was arranged in honor of the completion of the club's new headquarters, which were formally opened on New Year's morning. The excellent repast provided was thoroughly enjoyed, as were the appropriate remarks by the officers and leading members, presaging a prosperous year.



SPLENDIDLY FITTED ROOMS OF THE OAKLAND (CAL.) MOTORCYCLE CLUB

New Rooms for Providence Motorcyclists.

Providence, R. I., Jan. 4.—Holding one of the best attended and most productive meetings in its history, the Providence Motorcycle Club convened on Wednesday, January 3, for its annual business meeting. After general exchange of the season's greetings, the elections were taken up, the choice being as follows: President, E. L. Buffington; vice-president, F. E. Domina; secretary, J. G. Edwards, 298 Blackstone street; treasurer, B. A. Swenson; captain, C. A. Anderson; lieutenants, A. V. Howe and E. A. Lutz.

Negotiations with B. A. Swenson were completed for the club's future home in his new buildling now in course of construction at the intersection of Broad, Friendship and Blackstone streets, a prominent central location, and providing most commodious quarters for all purposes and additional room for expansion. Through Swenson's generosity,who is one of the founders of the club, and to whose energy and sportsmanship largely is due the high standard of prosperity of Rhode Island's motorcycling, a nominal rental was obtained.

Memberships were shown to have almost doubled during the past year, and an even greater increase is anticipated this year.

A motorcycle track promotion was put in work and J. K. Crafford, B. A. Swenson, C. A. Anderson assigned as committee to interest private capital in 50 per cent. of the shares, the club to subscribe for a like portion.

The date for the annual club dinner was settled on for January 28, immediately following the close of the Providence automobile and motorcycle show.

The club runs of last year, notably the Herring run, Picture run and Trianble run, brought together more motorcyclists than any other events in New England. They will be repeated this year.

AMATEUR RACES THE FEATURE

Aviator Rodgers Cannot Soar Because of Wind—His Match with DeRosier Postponed One Week.

Los Angeles, Cal., Dec. 24.—Cal. P. Rodgers, famous coast-to-coast aeroplane driver, failed to get into the air at Ascot Park to-day. A treacherous wind which blew across the track, whirled clouds of dust into the atmosphere and made flying hazardous. Rodgers took his biplane into the infield in the hope that the wind would die down, but the gale continued.

Jake DeRosier, who was matched to race against Rodgers, tuned his motorcycle to a 50-second clip, and went out in an exhibition mile in an effort to break the track record established last Sunday by Morton Graves. The wind on the back stretch proved too much for DeRosier. He turned the mile, however, in :52⅕.

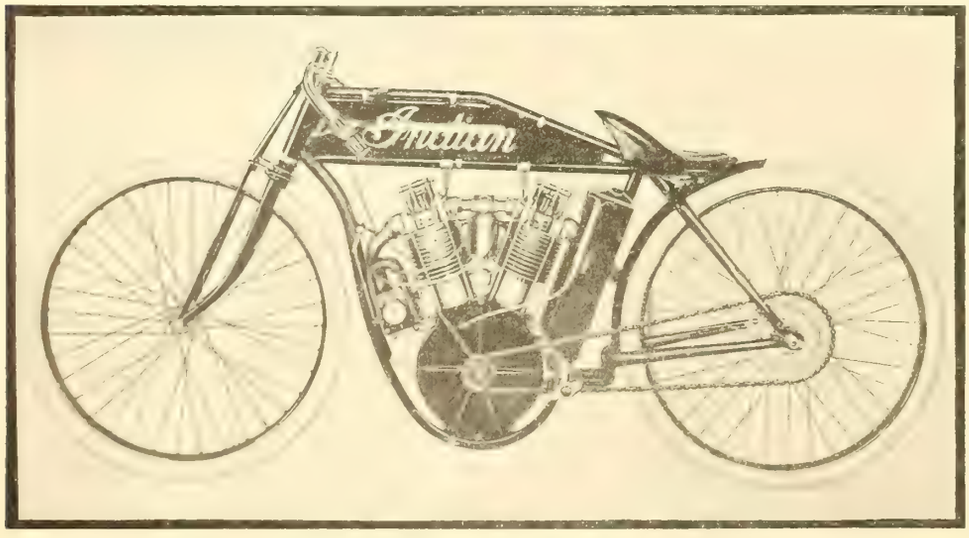
The motorcyclists were sent out in a series of races which were not speedy, but otherwise were quite exciting. In the first event, a five mile race, G. F Jakobe, an amateur, fought a fierce duel with George Sawaya, the two riding into the turns wheel to wheel. Jakobe took the pace early, but could not shake Sawaya off. The plucky lad hung to the leader and the two boys whirled the last turn of the fifth lap with less than a wheel length between them. They hummed down the stretch together with Jakobe just nosing out Sawaya, who was a good second. The time of 4:57 was good for an amateur event.

In the eight mile event for trade riders Jakobe took the lead early in the race and looked like a winner. On the first turn of the third lap Jakobe's machine skidded. He had a hard fight to keep the motorcycle on the track and lost his nerve. Dave Kinney took the lead. Kinney waited for Jakobe on the last lap, and the two came down the stretch together. Kinney almost made a mistake, however, as Jakobe made him ride like a fiend to win. Kinney crossed the tape less than a wheel length ahead of Jakobe.

In the handicap event the referee made a mistake which almost cost George Sawaya the race. Sawaya won, but the announcer was told by the referee that Kinney was the winner. Sawaya was at least 50 yards ahead of Kinney as he swept across the tape. This caused a near-riot in the judge's stand and Eddie Lingenfelder, manager of the Goodyear Rubber Company's branch, and formerly one of the champion motorcycle riders, called the referee into a hasty conference with the result that Sawaya was given the race.

Kinney made a great race. Starting from scratch he caught every rider in the two-mile handicap except Sawaya. On the last lap he was less than 100 yards behind the leader as the two went into the first turn. He closed the gap on the back stretch and came into the second turn close to Sawaya. The latter increased his lead on the finish, however, and swept across the tape a winner by 50 yards, with Kinney second and Jakobe third. The time was slow.

One of the features of the meet was the victory for Lingenfelder. He had picked probable winners before the races and had equipped certain machines with Goodyear tires. He pulled out at the finish with three places in each race. This, coupled with a one, two, three victory last Sunday, is, perhaps, a unique record.



NEWEST EXAMPLE OF THE INDIAN RACING TYPE OF MOTORCYCLE

This machine, with eight valves and direct chain drive, built for Edward Hasha. Ray Seymour has a duplicate. Note the fadeaway lines of the tank and frame, the short wheelbase, cylinder head braces and footrests on the hanger bracket. Also the long oil tank, with a section indented, through which the rear exhaust pipe leads, keeping the oil fluid.

Buffalonians Received New Year's Day.

Buffalo, N. Y., Jan. 2—Open house was kept yesterday by the Buffalo Motorcycle Club, and the rooms were visited not only by the members, but a host of invited guests accepted the invitations that had been extended. That the year ushered in promises to be a lively one in motorcycle circles was evinced by the large number attending this affair, and the enthusiasm displayed.

Motorcyclists Organize at Petaluma.

Petaluma, Calif., Dec. 30.—Charter membership lists for the new motorcycle club which has been organized here will be held open until January 19. Officers have been elected, as follows: President, Bert Goodwin; secretary, H. Lauritzen; treasurer, R. Schluneggard. It is planned to open permanent club rooms.

A horn and a lamp are considered to be vital necessities, and are required by law, and while a speedometer is not compulsory, its use indicates good business acumen, for it shows that the owner wants to know what it costs to run his machine. Truly, the speedometer may be called "the bookkeeper of the motorcycle."

MOTORCYCLING AS INSOMNIA CURE

Vibration on the Nerve System Affects the Human Frame When Riding a Machine.

Vibration and its effect on the human frame is a story of the automobile and motor cycle as well. It means much or little to a man according to the amount of insulation he has on his nerves. There are people who find as much comfort in hard tires as in pneumatic, and these people are not discussing vibration. They are apparently impervious to it and their opinions on the subject has no value. There are other people who are highly susceptible to vibration, so much so in fact that they cannot endure the gasoline automobile and must needs use the steamer. For this very reason the steam automobile will be in demand for use of such.

The effort of the sensitive rider to conserve his nervous system is a big one. Everything known in springs, cushions, pose in seat, softness of torque is done, and with all these modern perfections not every one enjoys a drive of 200 miles a day.

The selection of the machine is largely up to chance and circumstances, particularly if he be a novice, but its enjoyment afterwards depends almost entirely upon the susceptibility to vibration. Hence the wide and varied notion with regard to weight of machine, size of tire, and length of wheel base. The man with a four-inch nerve insulation is pleased with the rapid skim of the light cars, and the more he shakes and bumps the more he likes the exercise. Before examining the different makes of machines, therefore, the prospective purchaser should visit a physician or health builder and learn the measure of his own nerve capacity, the cushion or resistance of his own frame. He will then be less liable to a misfit on some worthy machine whose sterling merits he would afterward descry, thus raising mechanical issues not at all germane.

In the motorcycle field the situation is keener, just as every function of carbureter, spring, tire, tank, torque, and wheelbase is keener. While usually traveling faster than an automobile, the rider is perched over one little 26-inch or 28-inch wheel with a two-inch tire. In early days of motorcycles he was perched between these two wheels and caught somewhat of the ease between. But the proper pose now is almost over the rear wheel, and his only spring is two small spiral affairs under the saddle, as the spring fork in front does not help much.

There has arisen in the motorcycle ranks much discussion over the respective merits of light and heavy machines. A light motorcycle is represented by 90 pounds, while a substantial machine weighs 150 pounds at least. There are extra heavy high-powered machines, one with four cylinders weighing close to 200 pounds. In the light machines the vibration tingles through the body of the sensitive, while the impervious man does not notice it. To secure lightness the fly wheel must be very light, hence the engine must be high speed, and this makes the fine vibration. But the light machine handles easily, and for running around town on short distances it is the right machine to have. The heavy machine absorbs the vibration, and one can ride long distances on some of them and feel perfectly comfortable.

But the heavy machine has the drawback of being hard to handle on a rutty road. When the road gets muddy and sandy it may have to be pushed. It is great labor to push a heavy motor cycle over a rough country road. A skilled rider, with a slow-moving engine or two-speed gear to give great power, might sit on its back and steer it through very bad ways, but this skill is not yet common.

After all, the art of motoring was settled long ago by railway locomotives particularly adapted to the different divisions of the line. Both light and heavy engines are employed, but the light ones are not asked to do the work of the heavy grades. In motordom, they are, consequently the commercal necessity of building machines that will average up to the conditions, which means that in many cases they would not be perfectly adapted to either. The wealthy automobilist bridges over this by buying two cars, and the motor cyclist who would be satisfied under any and all circumstances will have to do the same. Neither will find in one machine the perfect thing for all sorts and conditions of roads, nor suit all temperaments, from the man who rides over corduroy and doesn't mind it to the man who gets the creeps riding over the shadows of trees.



"Karl Kron" Faithful to High Wheel.

His recent death at his home in West Springfield, Mass., October 23, recalls to many that Lyman Hotchkiss Bagg, or as he preferred to be known, "Karl Kron," was renowned the world over for his full nickeled high wheel and white flannels, which he used to the time of his death.

FOLLOWS BROTHER'S EXAMPLE

Ernest Succeeds Nicholas to "Scorching" Honors in Chicago's Classic "2.50" Bicycle Race—Kuehl Second.

Over a course covered with a smooth glaze of ice, and in the face of a stiff wind, Ernest Kockler, in a desperate sprint, in which he led the second man over the tape with only inches to spare, won the twenty-second annual "2.50" club race from Chicago to Pullman, on New Year's Day. Kockler's time for the eleven miles of exceedingly slippery going was 36 minutes.

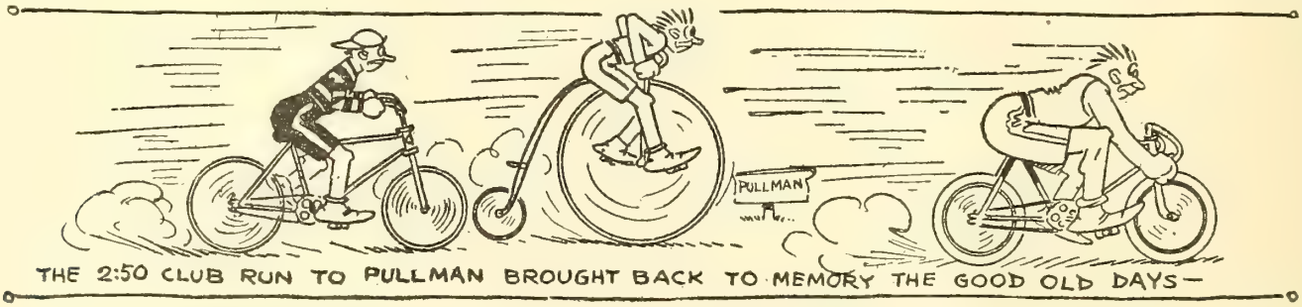
In winning the race, Kockler duplicated the performance of his brother Nick, known among the Windy City's cycling fraternity as the "strong man" who pedaled to victory through snow, slush and wind on January 1, 1911.

The first fifteen to finish were checked in the following order: Ernest Kockler, Lewis Kuehl, Ed Manning, Fred Nelson, Ralph Steffins, J. F. Slattery, Nick Kockler, Earl Harlow, Herman Hultgren, John Schruedter, M. Chester, Fred Grueper, Frank Payne, Irving Anderson, and James White.

The start back to Chicago was made at 1.30 P. M., and the riders, thoroughly warmed to the going, made a flying trip favored with the wind.

Crescents Elect and Plan for 1912.

Showing continued confidence in the ability and faithfulness of its previous officers, the Crescent Bicycle Club, Baltimore, at its election, December 24, again chose President F. M. Sanborn; vice-president, August Leimbach; treasurer, Charles H. Thoms; secretary and captain, Thomas W. Baker, who has served in these positions continuously since the organization of the club in 1906, with the exception of the term just closed, when J. Fred Huber was the incumbent; the latter, on his declination to succeed himself in these positions, being elected color-bearer, succeeding Alfred J. Baker. For the coming season's road events, Huber is planning several innovations.



WHAT ARTIST FRENCH OF CHICAGO "RECORD HERALD" SAW AT THE "PULLMAN"

Instituted in 1891 by Herbert Githens, N H. Van Sicklen, Charles P. Root, George K. Barrett, and other prominent riders of that time, the 2.50 race still survives as the blue ribbon event in Chicago cycledom. At the time of its inauguration the old high wheelers were in vogue, and there were few in those days who could do a mile in 2.50 or better. This was the name given to the event by its founders, and it still sticks.

Twenty-one survivors of the old guard that pedaled over the roads of Cook county two decades ago and an amplified following of new talent lined up at the starting point. Grand boulevard and Thirty-fifth street, at 10 o'clock, New Year's morning, each member toting a lot of excess baggage in the way of wearing apparel. The race down the boulevard was fraught with upsets owing to the glassy "freeze" which coated the course.

The route pursued by the riders took them south on Grand boulevard to Cottage Grove avenue, thence to Ninety-fifth street and east to Pullman. Nearing the last leg of the grind Kockler, Kuehl and Ed Manning opened a sprint, the former beating his nearest rival to the line by a margin of two seconds. Freddie Nelson, brother of Johnny Nelson, holder of the course record of 28 minutes, trailed fourth in 37 minutes.

Of the starting field all but six stuck for the finish and the big eats provided to reward them at Pullman.

DeMara Seeks Winter Laurels Abroad.

Sailing from New York, January 4, on the "Crown Princess Cecilie," Walter DeMara, the well-known racing cyclist, will land at Cherbourg, and go straight to Paris, to compete in the six-hour race which is soon to be run on the winter track there—the Velodrome d'Hiver. After that event he will compete in sprint races until the Berlin six-day race, in which he expects to be an entrant with Percy Lawrence as a partner. Lawrence will sail later. DeMara expects to return to this country about May 30th. His wife will accompany him on his trip.

Manager Chapman Returns to Newark.

John M. Chapman, manager of the Newark (N. J.) Velodrome, returned Wednesday from a two months' visit to his mother's home at Atlanta, Ga. He has fully recovered from his recent illness, looks well, and is busy on plans for 1912.

CANADA HAS SIDE-CAR FEVER

Demand For the "Double Rigged" Machine Promises to Exceed Previous Records Across the Border.

Toronto, Ont., Jan. 2.—Judging by present inquiries for side-cars, feminine hearts in Toronto will ache no more with loneliness. The probability is that not a few machines in the province of King George's North American domain will be converted into "twins" this coming season, the natural result of which is that there will be no more "left at homes" for the riders to think about when out enjoying themselves. From president down to the latest recruit, practically every member of the Toronto Motorcycle Club who rides for the fun there is in it, has the "side-car bug" which is the latest form of malady in motorcycledom, and local tradesmen are finding orders piling up for the "invalid chairs."

A dozen or more single-trackers of the city made use of the equipment during the season of 1911, but prospects are that there will be at least five times that number of cars in use on the streets during 1912. One local accessory agency, the John Millen & Son Company, not long ago placed a trial order for five cars with an English manufacturer, and almost before the baskets were unpacked, the lot had been disposed of. This was an eye-opener and the "Millenium" people are now preparing to give an order for 50 cars of the same pattern.

Dealers of every make of machine, report that side-car talk is being heard on all sides and there is hardly an agent in town but is planning a side-car campaign. A number have already adopted their use for demonstrating purposes, Walter Andrews, the Pierce agent, having fixed a car to one of his big four-cylinder mounts for the transportation of prospective buyers. The presence of many English machines in the Canadian city is hurrying along sales, too, but the owners of American wheels are not far behind.

Many riders, whether sure of securing a car or not in the near future, are taking particular care in renewing their licenses for 1912 to specify that their motor-driven vehicle has a passenger capacity for two.

What the Speed Kings Did to the Record Table in 1911

When Providence flicked the dial of 1911 off the time clock of eternity, at midnight on December 31 last, the American motorcycle record table of the year, took its well deserved place in the hall of big things accomplished in the milestone of life just completed. For although the 1911 record puddings were mixed and cooked in the speed bowls way back last Spring, they are in some respects the richest and most palatable ever served, by the motorcycle speed chefs of this country.

Like the biggest electric sign on Broadway, New York—if you don't know what it is you ought to—the peerless performance of 1911 in the realm of motorcycle racing, was the shattering of all professional records from 1 to 92 miles inclusive, by Jake DeRosier, on the Los Angeles mile motordrome, February 7. DeRosier went for the 100 mile honors, already held by himself, but unfortunately, his gasoline gave out when he was within sight of the goal, and well inside his old figures.

All of the conditions imposed by the Federation of American Motorcyclists, on record trials, having been complied with, DeRosier received credit for, and his records up to 90 miles, were accepted, and designated as official professional records. Intermediate records between multiples of 5, above 25 miles, are not accepted, save where they constitute hour records. In his wonderful ride, DeRosier covered over 83 miles in the hour, the most marvelous feature of his flight, and the greatest distance ever traveled by man in that period. This also stands as a record.

DeRosier's Protege Makes Good.

Almost two months to a day after DeRosier's famous flash through space, Don Johns, of Los Angeles, hitherto unknown, and a protege of the wizard of the board track, made motorcycle history, and incidentally himself famous, by knocking down the amateur records from 2 to 20 miles inclusive. This bout with Time was pulled off on the mile motordrome also, on April 4. Both of these performances were made on Indian machines, and were time trials.

As the weeks and months rolled by, the records stood solid, like Gibraltar, although no attacks were made on them. Even on the last day of the year, a favorite date with record seekers, when it was whispered widely that there would be "something doing" in Los Angeles, nothing happened, and 1912 arrived with the old slate still the speed authority.

So it happens that these two occasions were the only ones during the past year in which records broken have been recognized and accepted by the F. A. M. However, in July, a new aspirant for speed honors, Excelsior, of Chicago, entered the arena, with direct chain drive racers, instead of the belt used on the stock models. Now, however, it is made in stock form, with double chain drive. This machine, unsuspected of having record speed in its cylinders, immediately began to "do things" on the new Chicago bowl, and broke several of the official records up to five miles. DeRosier, who now is riding this make, also established a new American kilometer record with it, last summer.

Wolters Appears in Racing Firmament.

Joseph Wolters, and the Excelsior, leaped to fame by their frequent shattering of official records for short distances. Their latest feat was the breaking of the professional records up to 10 miles, inclusive, at Oakland, Cal., on November 26 last. The time was 6:54.

DeRosier's time for a kilometer was 23⅕ seconds. This was made at Chicago, on the one-third mile Riverview motordrome on September 17th. The Oakland track is a half-mile.

However, although the Excelsior records all were made in competition, save the kilometer, and at F. A. M. sanctioned meets, they have not been recognized by the F. A. M., nor has any claim for recognition been made. Wolter's machine was measured once in the presence of President Hamilton, of the F. A. M. and others, the tracks are oversize, and no fault is found with the timing, but the F. A. M. prescribed requirements for record claims, including the filing of sworn affidavits of all officials concerned, where records are claimed to have been made, the certifying of watches and the measuring of the motor immediately after the trial, were not complied with. Therefore, they are given no credence by the chairman of the F. A. M. competition committee.

Nevertheless, the Excelsior performances, as far as they go, are highly interesting, for comparison with the record table. Always the leading holder of record honors, the Indian machine closed the year with the greatest contest triumphs of its career, holding not only all American official speed records, both professional and amateur, but also all the 1911 F. A. M. championships, the transcontinental record, and also all economy class records save one.

While not accepted or recognized by the present chairman of the F. A. M. competition committee, the economy records, nevertheless, are "real records," for the pint and quart performances were made in connection with F. A. M. national meets, and the long distance record under F. A. M. sanction. Edward Buffum, riding a two horsepower Yale motorcycle, established the one quart record in the early days of the sport. Without doubt one of the most startling and high efficiency performances ever made by a motorcycle, was the covering of nearly 32 miles on a pint of gasoline, by Fred A. Baker, on a 1¾ horsepower Indian machine, in 1904. This is at the rate of over 250 miles to a gallon.

Although not made under F. A. M. sanction, and a private performance, the transcontinental record, is entitled to recognition as such, until refuted, and not the slightest breath of suspicion has been heard against its genuineness. In the table of American speed records, all except the amateur records from 75 to 95 miles, inclusive, were made on board tracks. Those cited specifically, were made on a mile dirt track. While M. J. Graves, who holds the 100 mile amateur record, undoubtedly broke many intermediate records also, as the figures indicate strongly, he receives no credit for them, because no times were taken for individual miles, or if so, never filed with the F. A. M.

What John Bull's Boys Did.

Not all of the speed is on this side of the Atlantic, as the British records show. John Bull holds the fastest kilometer and mile ever covered, but here his supremacy ends. His riders other performances, while very good, are not quite up to those of Uncle Sam's boys. It will be noted that British records are divided into several classes, while in America there is but one class. However, the 1,000 c.c. limit of Great Britain, and the 61 cubic inch limit of America, are identical.

In this country nothing smaller than 7 horsepower, and very close to 61 cubic inches piston displacement, is used for record work, so it is unfair to pit American performances against those of the smaller British class machines. Nevertheless some of the latter are excellent, considering the size of the motor used. In Britain there is no professional or amateur distinction, all riders competing as one class, and taking cash or merchandise, as they choose, without affecting their sport status. The British records bear date of December 22, and were furnished by Fred Straight, secretary of the Auto-Cycle Union, London, the motorcycle governing body of Great Britain.

On the following pages will be found the most accurate and complete table of American and foreign motorcycle competition records ever published.


THE SPEED KINGS of 1911
JACOB DEROSIER
LOS ANGELES EXCELSIOR
DON JOHNS
LOS ANGELES INDIAN
FRED WHITTLER
SALT LAKE CITY MERKEL
L.S.TAYLOR
COLUMBUS EMBLEM
E.W.MATTHEWS
CHICAGO THOR
CHAS. BALKE
LOS ANGELES EXCELSIOR
ERWIN BAKER
INDIANAPOLIS INDIAN
EDW. HASHA
DALLAS INDIAN
JOSEPH WOLTERS
DENVER EXCELSIOR
J.B.ANDERSON
ELIZABETH CITY INDIAN
M.J.GRAVES
LOS ANGELES EXCELSIOR
O.J.OBERWEGNER
TOLEDO YALE
FRANK HART
NEW YORK CITY INDIAN
ROBERT STUBBS
BIRMINGHAM INDIAN
THURMAN CONSTABLE
UNION CITY HARLEY-DAVIDSON
RAY SEYMOUR
LOS ANGELES INDIAN
W.J.TEUBNER
SPRINGFIELD INDIAN

AMERICAN MOTORCYCLE COMPETITION RECORDS

CORRECTED TO AND INCLUDING DECEMBER 31, 1911

Speed Records Compiled from Official Documents in the Office of J. P. Thornley, Chairman F. A. M. Competition Committee. Other Data Tabulated from Reports of F. A. M. Sanctioned Contests by J. J. O'Connor, Official Compiler.

PROFESSIONAL RECORDS

Distance.	Time.	Holder.	Place.	Date.
1 Mile	0:41⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
2 Miles	1:24⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
3 Miles	2:05	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
4 Miles	2:47	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
5 Miles	3:29⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
6 Miles	4:11⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
7 Miles	4:54	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
8 Miles	5:36⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
9 Miles	6:18⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
10 Miles	7:01⅘	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
11 Miles	7:44	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
12 Miles	8:26⅘	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
13 Miles	9:10	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
14 Miles	9:52⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
15 Miles	10:35	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
16 Miles	11:18⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
17 Miles	12:01	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
18 Miles	12:43⅘	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
19 Miles	13:26⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
20 Miles	14:10	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
21 Miles	14:53	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
22 Miles	15:35⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
23 Miles	16:18⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
24 Miles	17:01⅘	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
25 Miles	17:44⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
30 Miles	21:19⅖	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
35 Miles	24:54⅖	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
40 Miles	28:30⅗	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
45 Miles	32:06⅖	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
50 Miles	35:41⅘	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
55 Miles	39:18⅖	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
60 Miles	42:55⅖	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
65 Miles	46:35⅖	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
70 Miles	50:17⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
75 Miles	54:00	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
80 Miles	57:41⅕	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
85 Miles	1:01:23	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
90 Miles	1:05:05	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
95 Miles	1:11:33⅘	Jacob DeRosier	Los Angeles, Cal.	Oct. 29, 1910
100 Miles	1:15:24⅖	Jacob DeRosier	Los Angeles, Cal.	Oct. 29, 1910

Time.	Distance.	Holder.	Place.	Date.
1 Hour	83 mi. 135 yds.	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911

AMATEUR RECORDS

Distance.	Time.	Holder.	Place.	Date.
1 Kilometer	0:28⅖	Charles Spencer	Springfield, Mass.	Oct. 23, 1909
*1 Kilometer	0:39	Charles Gustafson	Springfield, Mass.	Oct. 23, 1909
*1 Mile	0:55⅘	Charles Spencer	Springfield, Mass.	Oct. 23, 1909
1 Mile	0:41⅖	Ray Seymour	Los Angeles, Cal.	Oct. 29, 1910
2 Miles	1:23⅘	Don Johns	Los Angeles, Cal.	April 4, 1911
3 Miles	2:07	Don Johns	Los Angeles, Cal.	April 4, 1911
4 Miles	2:49⅖	Don Johns	Los Angeles, Cal.	April 4, 1911
5 Miles	3:32⅗	Don Johns	Los Angeles, Cal.	April 4, 1911
6 Miles	4:16	Don Johns	Los Angeles, Cal.	April 4, 1911
7 Miles	4:59⅕	Don Johns	Los Angeles, Cal.	April 4, 1911
8 Miles	5:42⅕	Don Johns	Los Angeles, Cal.	April 4, 1911
9 Miles	6:25⅖	Don Johns	Los Angeles, Cal.	April 4, 1911
10 Miles	7:08⅘	Don Johns	Los Angeles, Cal.	April 4, 1911
11 Miles	7:52	Don Johns	Los Angeles, Cal.	April 4, 1911
12 Miles	8:35⅖	Don Johns	Los Angeles, Cal.	April 4, 1911
13 Miles	9:19	Don Johns	Los Angeles, Cal.	April 4, 1911
14 Miles	10:02⅖	Don Johns	Los Angeles, Cal.	April 4, 1911
15 Miles	10:46⅕	Don Johns	Los Angeles, Cal.	April 4, 1911
16 Miles	11:30	Don Johns	Los Angeles, Cal.	April 4, 1911
17 Miles	12:13⅘	Don Johns	Los Angeles, Cal.	April 4, 1911
18 Miles	12:57	Don Johns	Los Angeles, Cal.	April 4, 1911
19 Miles	13:40⅕	Don Johns	Los Angeles, Cal.	April 4, 1911
20 Miles	14:23⅗	Don Johns	Los Angeles, Cal.	April 4, 1911
21 Miles	16:17⅕	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
22 Miles	17:04⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
23 Miles	19:03	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
24 Miles	19:53	Fred Huyck	Springfield, Mass.	Sept. 6, 1909

Distance.	Time.	Holder.	Place.	Date.
25 Miles	20:54	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
30 Miles	25:14⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
35 Miles	29:20⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
40 Miles	33:22⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
45 Miles	37:39	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
50 Miles	41:49⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
55 Miles	46:10⅕	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
60 Miles	50:24⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
65 Miles	54:32⅕	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
70 Miles	58:48⅗	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
75 Miles	1:20:00⅕	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
80 Miles	1:25:19⅖	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
85 Miles	1:30:37	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
90 Miles	1:36:03	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
95 Miles	1:42:03⅕	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
100 Miles	1:27:49	M. J. Graves	Los Angeles, Cal.	July 18, 1909
200 Miles	3:55:20	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
300 Miles	5:48:55	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
400 Miles	8:12:36	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
500 Miles	10:22:36	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
600 Miles	13:15:16	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
700 Miles	15:25:26	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
800 Miles	17:37:31	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
900 Miles	19:46:00	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
1,000 Miles	22:20:59	Charles Spencer	Springfield, Mass.	Oct. 2, 1909

* Made in standing start. (Under the rules the only standing start records recognized are those at distances of 1 kilometer and 1 mile; these distances also, and all others are timed from a flying start.)

Time.	Distance. Mi.	Yds.	Holder.	Place.	Date.
1 Hour	71	620	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
2 Hours	134	880	M. J. Graves	Los Angeles, Cal.	July 18, 1909
3 Hours	145	587	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
4 Hours	204	587	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
5 Hours	246	1,174	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
6 Hours	300	1,174	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
7 Hours	333	1,174	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
8 Hours	388	1,174	Charles Gustafson	Springfield, Mass.	Oct. 2, 1909
9 Hours	441		Charles Gustafson	Springfield, Mass.	Oct. 2, 1909
10 Hours	482		Charles Spencer	Springfield, Mass.	Oct. 2, 1909
11 Hours	512		Charles Spencer	Springfield, Mass.	Oct. 2, 1909
12 Hours	559	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
13 Hours	585		Charles Spencer	Springfield, Mass.	Oct. 2, 1909
14 Hours	641	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
15 Hours	677	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
16 Hours	730		Charles Spencer	Springfield, Mass.	Oct. 2, 1909
17 Hours	767	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
18 Hours	812	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
19 Hours	862	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
20 Hours	911		Charles Spencer	Springfield, Mass.	Oct. 2, 1909
21 Hours	945	587	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
22 Hours	986	1,174	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
23 Hours	1,035	1,174	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
24 Hours	1,093	1,151	Charles Spencer	Springfield, Mass.	Oct. 2, 1909

AMATEUR STRAIGHTAWAY RECORDS

Distance.	Time.	Holder.	Place.	Date.
1 Kilometer	0:27⅘	Walter Goerke	Daytona, Fla.	March 25, 1909
1 Mile	0:43⅖	Robert Stubbs	Daytona, Fla.	March 25, 1909
5 Miles	3:30⅕	Walter Goerke	Daytona, Fla.	March 24, 1909
10 Miles	8:57	A. G. Chapple	Daytona, Fla.	March 24, 1909
20 Miles	17:25⅕	A. G. Chapple	Daytona, Fla.	March 26, 1909
*69 Miles	58:25⅘	Walter Goerke	Daytona, Fla.	March 25, 1909

* Hour record trial called on account of darkness.

TRANSCONTINENTAL RECORD

Distance.	Time.	Holder.	Course.	Date.
3,745 mi.	20 da. 9 hr. 1 min.	Volney Davis	San Francisco-New York	June 26-July 16, 1911

ECONOMY RECORDS

Distance.	Fuel Used.	Holder.	Place.	Date.
31 mi. 1,400 yds.	1 pint	F. A. Baker	Cambridge, Md.	July 9, 1904
55 mi. 528 yds.	1 quart	E. Buffum	New York City	July 4, 1904
190 mi.	4 qt. 10 oz.	F. A. Baker	Long Island	Sept. 15, 1907

1911 CHAMPIONSHIP HOLDERS

Professional—Jacob DeRosier, Los Angeles, Cal. Also holds international professional championship.

Amateur—Frank K. Hart, New York City.

Federation American Motorcyclists One Mile—Frank K. Hart, New York City.

F. A. M. Two Miles—Ben Broderick, San Francisco, Cal.

F. A. M. Five Miles—Frank K. Hart, New York City.

F. A. M. Ten Miles—John U. Constant, Brooklyn, N. Y.

F. A. M. One Hour—Frank K. Hart, New York City.

No motorcycle records are recognized outside of the country in which they are made, owing to the absence of an international agreement between the motorcycle governing bodies of the different nations. Therefore, there is no such thing as a "world's motorcycle record," and all claims to that effect either are erroneously made, or else with the intention to deceive. However, American records, with very few exceptions, are faster than those made elsewhere, and most deserving of being recognized as "world's records."

British Official Motorcycle Records

CORRECTED TO DECEMBER 22, 1911

CLASS A—275 cubic centimeters displacement, or about 2 horsepower

Distance.	Time.	Holder.	Place.	Date.
Flying Kilometer	0:33.68	H. Martin	Brooklands	Aug. 26, 1911
Flying Mile	0:55.60	H. Martin	Brooklands	Aug. 26, 1911
5 Miles	5:01⅕	H. Martin	Brooklands	May 17, 1911
50 Miles	55:24⅖	H. Martin	Brooklands	Sept. 23, 1911
100 Miles	2:21:45⅕	N. D. Slatter	Brooklands	Oct. 31, 1911
200 Miles	5:05:12⅘	N. D. Slatter	Brooklands	Oct. 31, 1911

Time.	Distance.	Holder.	Place.	Date.
1 Hour	54 mi. 310 yds.	H. Martin	Brooklands	Sept. 23, 1911
2 Hours	84 mi. 1,575 yds.	N. D. Slatter	Brooklands	Oct. 31, 1911
3 Hours	127 mi. 126 yds.	N. D. Slatter	Brooklands	Oct. 31, 1911
4 Hours	163 mi. 1,622 yds.	N. D. Slatter	Brooklands	Oct. 31, 1911
5 Hours	196 mi. 1,011 yds.	N. D. Slatter	Brooklands	Oct. 31, 1911
6 Hours	223 mi. 1,494 yds.	N. D. Slatter	Brooklands	Oct. 31, 1911

CLASS B—350 cubic centimeters displacement, or about 2½ horsepower

Distance.	Time.	Holder.	Place.	Date.
Flying Kilometer	0:32.76	H. Martin	Brooklands	Aug. 17, 1910
Flying Mile	0:54.57	H. Martin	Brooklands	Aug. 17, 1910
50 Miles	54:57	O. C. Godfrey	Brooklands	June 7, 1911
100 Miles	2:05:37⅘	H. J. Cox	Brooklands	Sept. 11, 1911
150 Miles	4:26:14⅘	C. S. Franklin	Canning Town	Aug. 22, 1911
200 Miles	5:54:15⅗	C. S. Franklin	Canning Town	Aug. 22, 1911

Time.	Distance.	Holder.	Place.	Date.
1 Hour	54 mi. 726 yds.	O. C. Godfrey	Brooklands	June 7, 1911
2 Hours	95 mi. 1,230 yds.	H. J. Cox	Brooklands	Sept. 11, 1911
3 Hours	101 mi. 1,740 yds.	C. S. Franklin	Canning Town	Sept. 22, 1911
4 Hours	136 mi. 1,595 yds.	C. S. Franklin	Canning Town	Sept. 22, 1911
5 Hours	169 mi. 372 yds.	C. S. Franklin	Canning Town	Sept. 22, 1911
6 Hours	203 mi. 222 yds.	C. S. Franklin	Canning Town	Sept. 22, 1911

CLASS C—500 cubic centimeters displacement, or about 3½ horsepower

Distance.	Time.	Holder.	Place.	Date.
Flying Kilometer	0:30.25	H. Martin	Brooklands	Aug. 26, 1911
Flying Mile	0:49.39	H. Martin	Brooklands	Aug. 26, 1911
5 Miles	4:33⅗	Stanhope Spencer	Brooklands	Oct. 4, 1911
50 Miles	45:34⅕	Stanhope Spencer	Brooklands	Oct. 4, 1911
100 Miles	1:34:08	Stanhope Spencer	Brooklands	Oct. 4, 1911
150 Miles	2:26:34⅖	J. R. Haswell	Brooklands	Nov. 14, 1911
200 Miles	3:14:46⅘	J. R. Haswell	Brooklands	Nov. 14, 1911
250 Miles	4:38:54⅕	W. L. T. Rhys	Brooklands	Nov. 21, 1911
300 Miles	5:35:11⅕	W. L. T. Rhys	Brooklands	Nov. 21, 1911

Time.	Distance.	Holder.	Place.	Date.
1 Hour	65 mi. 803 yds.	Stanhope Spencer.	Brooklands	Oct. 4, 1911
2 Hours	124 mi. 858 yds.	J. R. Haswell	Brooklands	Nov. 21, 1911
3 Hours	184 mi. 1,388 yds.	J. R. Haswell	Brooklands	Nov. 21, 1911
4 Hours	239 mi. 947 yds.	J. R. Haswell	Brooklands	Nov. 21, 1911
5 Hours	268 mi. 154 yds.	W. L. T. Rhys	Brooklands	Nov. 21, 1911
6 Hours	322 mi. 603 yds.	W. L. T. Rhys	Brooklands	Nov. 21, 1911

CLASS D—750 cubic centimeters, or about 5 horsepower

Distance.	Time.	Holder.	Place.	Date.
Flying Kilometer	0:29.78	F. H. Arnott	Brooklands	Aug. 17, 1910
Flying Mile	0:48.76	S. T. Tessier	Brooklands	Aug. 26, 1911
5 Miles	4:18⅗	S. T. Tessier	Brooklands	May 17, 1911

(Class D records for 50, 100, 150 and 200 miles, and 1, 2, 3 and 4 hours, respectively, are those of Class C for those distances, the Class C figures excelling those made in Class D for the distances given.)

CLASS E—1,000 cubic centimeters displacement, or about 7 horsepower.

Distance.	Time.	Holder.	Place.	Date.
Flying Kilometer	0:24.52	C. R. Collier	Brooklands	Aug. 26, 1911
Flying Mile	0:39.04	C. R. Collier	Brooklands	Aug. 11, 1911
5 Miles	3:35	C. R. Collier	Brooklands	Aug. 11, 1911
50 Miles	40:59⅕	A. J. Moorhouse	Brooklands	Aug. 30, 1911

Time.	Distance.	Holder	Place.	Date.
1 Hour	70 mi. 1,388 yds.	A. J. Moorhouse	Brooklands	Aug. 30, 1911

(Class E records for 100, 150, 200, 250 and 300 miles, and 2, 3, 4, 5 and 6 hours, respectively, are those of Class C for those distances, the Class C figures excelling those made in Class E for the distances given.)

SIDECAR RECORDS

Class C

Time.	Distance.	Holder.	Pass. Wt.	Place.	Date.
1 Hour	40 mi. 1,660 yds.	F. D. Pither	294 lbs.	Brooklands	Oct. 23, 1911

Class E

1 Hour	45 mi. 639 yds.	J. T. Bashall	323 lbs.	Brooklands	Nov. 21, 1911



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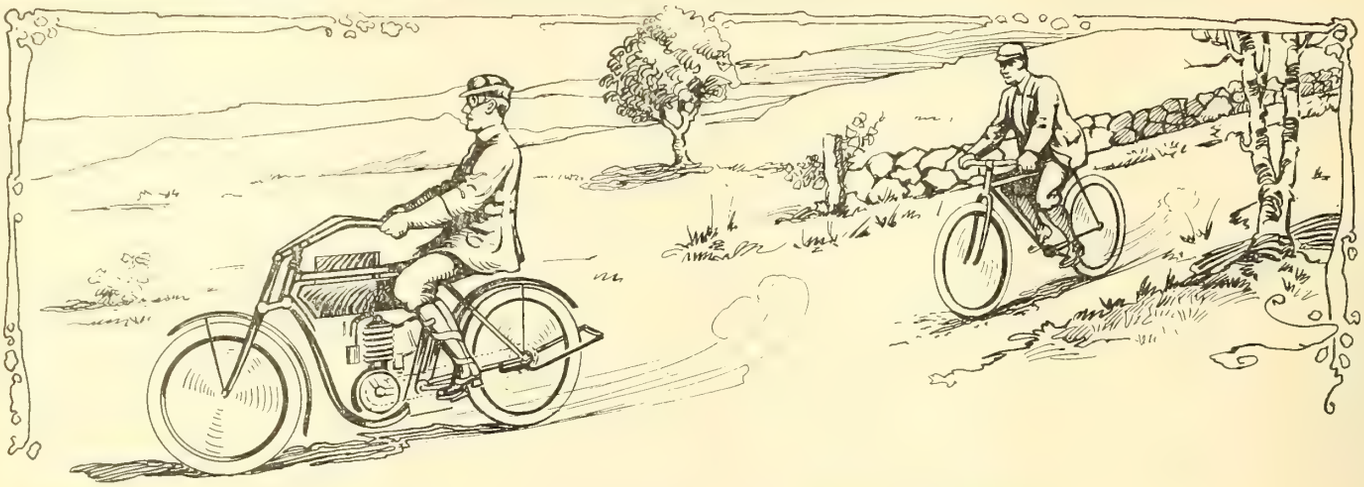
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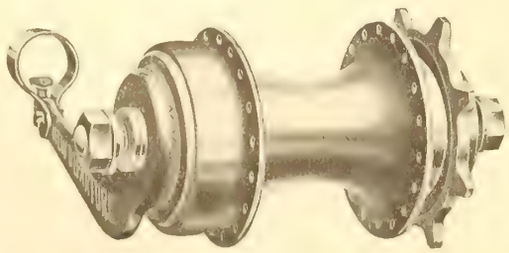
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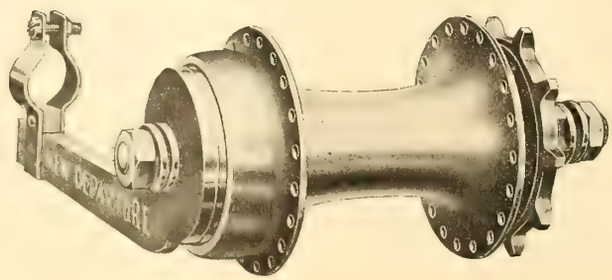


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From many converging lines comes evidence of increasing zeal in the cause of the American Olympic Bicycle Team. As reported in detail in these columns last week, clubs and individuals throughout the length and breadth of the land now are earnestly at work on the proposition, training riders, soliciting funds and working with a will to forward in every possible manner what has become recognized as a most beneficial means of advancing the sport of cycling, and the list of helpers is growing daily.

Those connected with the industry, the manufacturer and dealer, although as yet wofully in the minority on the subscription list, are awakening to the fact that through the voluminous news features growing out of the creation of the fund, the selection of the team by widely distributed elimination trials, and the sending of it with its probabilities of eventually winning in a contest having world-wide interest, is presented one of the most advantageous opportunities ever offered to broaden every department of the business.

The activities of the United Cyclists on behalf of the project in New York City will be most prominent during the coming week when on Wednesday evening will be consummated under the joint auspices of that organization and the Motorcycle Dealers' Association, the dinner at the Hotel Earlington to visiting manufacturers who will be attending the Madison Square Garden Show and which event now gives ample promise of being the leading social feature of that exceedingly busy week.

Pioneers' Support Indicates Achievement.

The development of one phase of the dinner that is a source of much gratification to those responsible for its inception and auspicious promotion, particularly to Presidents Hall and Gliesman, respectively of the patron organizations, is the extraordinary demand for reservations sent in by veterans of the trade and sport, all of whom were developed and many of whom remain in the ranks, while others have entered the automobile field; yet all, by their enthusiastic support show unswerving loyalty to their first love—the bicycle.

In addition to State and city officials, many of whom will deliver addresses, will be present of the "old guard" the following: Hon. St. Clair McKelvay, Hon. Simeon Ford, George M. Hendee, W. F. Remppis, A. B. Coffman, president of the Motorcycle Manufacturers' Association; George H. Hamilton, president of the F. A. M.; F. I. Willis, secretary of the National Association of Cycle Jobbers; J. Leo Sauer, chairman of the Legal Action Committee of the F. A. M.; A. G. Batchelder, chairman of the executive committee of the American Automobile Association; John C. Wetmore, Gridley Adams, Will R. Pitman, William E. Metzger and W. J. Morgan.

Another feature that undoubtedly will prove of unusual interest to the many guests will be the reminiscent character of the display on either side of the toastmaster, of the first prize offered and won in the first recognized bicycle race in America, at Brockton, Mass., July 4, 1878, and the prize for the first 100 miles road championship of America, under the auspices of the Boston Bicycle Club in 1885. Both prizes are the highly valued possessions of the winner, "Happy Days" Pitman, of honorable racing fame.

St. Louis Augments the Olympic Fund.

There is a strong manifestation of enthusiasm in and about St. Louis for the project of sending a team to Stockholm to represent America in the Lake Malar race. The St. Louis Cycling Club, which is the real live institution in cycling in the Mississippi Valley, has formed a sub-committee to act in concert with the Olympic Road Race Committee of the United Cyclists, and C. L. Barr, the club's energetic treasurer, has been made chairman.

A vigorous campaign for contributions for the fund has been instituted, and the trade, which will in the long run receive the greatest benefit through the publicity given such a measure, has been appealed to for aid. The circular issued by the St. Louisans is worthy of perusual, and is as follows.

To our friends in the Trade:

There is a very well organized movement under way to send a team of amateur cyclists, to Sweden next July to win the 200-mile road race in the Olympic games. This movement has the backing, in a very large measure, of the Bicycling World and Motorcycle Review. The Bicycling World, by the way, has been the only friend that the cycling interests have had in recent years.

Of course you will agree that a victory by the representatives of this country, will, to a very great extent, have an influence to make cycling much more popular as a means of sport and pleasure. We often hear from our friends in the trade that bicycles now are used only for business, and that these riders pay no attention to the sporting side and possess no enthusiasm. True enough, but—did not the use of the bicycle as a business vehicle follow in the immediate wake of its popularity as a sporting institution? Will not greater interest in bicycling as a sport cause an even greater use of the bicycle as a means to an end? Was not the big profit in bicycles and supplies made in the days when there was a demand for the best grades by riders of the better class? Now that the city streets and country roads are so much more improved, is there any reason why cycling should not become more popular than ever?

Automobiles, motorcycles, and aeroplanes do not, by any means, displace the good old plain bicycle. Of the well nigh 100 enthusiastic members of the St. Louis Cycling Club, they number a high school principal, professional men, bank clerks, and business men who maintain a high priced touring car for their family, yet prefer to go out on a long cycle tour with the "boys."

If you know the history of bicycling in St. Louis, you are aware that this city always had the reputation of doing things. We are proud that we can say that we are at the present time maintaining this reputation, and that the appropriation made by the St. Louis Cycling Club for the Olympic Fund exceeds anything that the committee has so far received.

Now, if you are inclined to help this good move, and we feel that you are, will you not let this committee have the credit of receiving your donation rather than some committee of an Eastern trade association? If you will send us your remittance, we will promptly forward it and see that the proper credit is given to your firm in the columns of the Bicycling World.

The Pacific Coast Heard From.

From Reedley, California, comes word of the banding together of riders there on short notice, by some of the leading citizens, who also are thorough cycling enthusiasts, in accordance with the suggestions as offered in these columns, with the consequence that, within a few days time, a road race was planned, an excellent prize list, composed of donations by local merchants, was provided, posters printed, setting forth the fact that the proceeds would be applied to the Olympic fund, the race was run successfully, despite the lack of necessary time to complete the details, and the net balance forwarded to the treasurer as credited in the column of subscriptions. A bicycle club of which much is promised, in active course of formation, is not the least of the net results.

Send in Your Choice For Team Members.

According to previous announcements, the personnel of the representing bicycle team which ultimately will be sent to the Olympic games will be determined by tryouts and elimination trials to be held at various centers throughout the country, now, in order to ascertain where would be the most convenient points for the prospective participants, at which to hold these trials and obtain the popular opinion of those interested in cycling as to whom are considered the most eligible to compete, the bicycle editor of the Bicycling World and Motorcycle Review will offer a list of handsome prizes as follows:

First prize, $10—To the person first voting the complete team of twelve amateur riders in the United States which receives the highest number of votes.

Second prize, $5—To the next complete vote received. Two years' subscription each to the next five. One year's subscription each to the next ten. All votes as received will be stamped with time and date.

The reader of this paper may send in his vote on the following coupon.

Use this blank for sending in your vote.

My choice for twelve amateur bicycle riders for the American Olympic Bicycle Team is as follows:

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Address . . . . .

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You, and all who are interested in the sport are invited to submit the names and addresses of those to whom it is desired to have voting blanks sent—make your list as large as you like—self-explanatory blanks will be sent promptly and with absolutely no obligation incurred by the recipients. Send your list at once to the bicycle editor, The Bicycling World Co., Box 649, New York City.

New England Wheelmen Inaugurate Year.

Starting over the usual course, at 161st street, New York City, the annual New Years' Day race of the New England Wheelmen was held last Monday. The route was from the Grand Concourse to Pelham Bay bridge and return, a distance of 17 miles. The winner proved to be Joe Kopsky, the club's crack road rider, who finished the race in :53 flat. Donald J. McIntyre, the veteran rider who hails from the Bronx, was second in :54. Bert Baker, Emil Koster and B. Boyes finished in third, fourth and fifth positions respectively.

Midnight Scorch of Empire City Wheelmen.

Ploughing and splashing through snow, slush and water, Franklin Fisher, a member of the promoting club and the Irish American A. C., won the honor of being the first cyclist to complete in 1912 the round trip between Bedford Rest and the sea wall on Surf avenue, at the Coney Island end of the Cycle Path, Brooklyn, when he crossed the finish line at 12:52 A. M., January 1. It was the New Year's Eve midnight "scorch," under the auspices of the Empire City Wheelmen, and which race proved to be the Cycle Path "midnight" having the largest list, the smaller number of starters, the greatest percentage of finishers, and the toughest contest of years, requiring the most strenuous efforts to go the journey.

Some forty odd nominees declined the opportunity to combat a-la bicycle with climatic and surface conditions when time was called, on the turn of the hour by Starter T. Murphy, consequently but six of the faithful got the word, they being: Franklin. Fisher, E. C. W., Joseph G. Kopsky, N E. W., Frank Mehrmann, E. C. W.

Fisher came primed for the occasion with his wheel equipped with a low gear and early, and often had his fellow contestants in a temperament the exact opposite of their temperature, as he dug merrily into the pedals in short, snappy jumps, through a continuous series of slushy puddles. Fisher was the first to make the Island turn and led the return to within a half-mile of the finish when Kopsky moved up only to be "jumped" in the last fifty yards by Fisher. who led him over by five yards; Frank Mehrmann coming in for the remaining cup of the three that were posted as prizes.

Baltimore United Cyclers Now "At Home."

Opening a club house at 1807 Friendsbury place, Baltimore, the United Cyclers, the most recently formed cycling organization of that city, on Tuesday evening, December 26, set a precedent for the numerous clubs that have arisen in the Monumental City in late years, and by this hitherto unprovided consideration of the members' comfort it is hoped by the promoters to give added zest to local cycling interests.

The plans of the pioneers of the movement originally was to include all Baltimore clubs, but as yet the Lafayette Wheelmen and the Carroll Cyclers are the only two accepting the opportunity of consolidation. Pending election of a regular staff of officers, the direction of the organization's affairs is in the hands of Edgar R. Boehm and Wilbur W. Shaw, respectively of the aforementioned clubs.

For the coming year, an extensive program is being mapped out, including a big road race in the spring and a 12-hour track race. With the practical assurance of a board track, local riders are industriously practicing sprinting, which accomplishment then will be most necessary.

FLAT FLOOR RECORD AT BUFFALO

Schneider Reduces Mile Mark to 2:18⅘ on Arsenal Floor—114 Entries, 29 of Them Novices.

Buffalo, N. Y., Jan. 2.—Enthusaism, centering around the bicycle races, ran rampant at the combined athletic and flat-floor bicycle meet on New Year's night, when more than 7,600 wildly jubilant spectators, who were jammed into the 65th Infantry Arsenal saw their favorite speed merchant, Joe Scheider, take his heats and finals in both open and handicap races.

Schieder first chased Father Time off the floor in the fifth heat of the mile when to win from Jack Tanner and J. Ricotto, he was forced to slip around the ten laps in 2.20, as against the mark of 2.25⅗ set up by Schudt two years ago; again in the final whirl, he whittled 1⅕ seconds from the new mark, setting the figure at 2:18⅘.

Five preliminary heats were required to sift down the 29 novices in their mile event, who by their performances showed they were imbued with the "go-get-'em" spirit and rode like veterans. In this event, the newly organized Post Office Delivery Bicycle Club, composed of U. S. P. O. special delivery riders, launched three aspirants in Bundt, Ferry and Smith, who not only shone well in their maiden race, but rode well in the handicap events, and their riding stamps them as comers' for local cycling honors. The final heat was won by Elmer Bundt, P. O. D. B. C.; second, H. C. Howe, Ariel A. C.; third, Bert Ferry, P. O. D. B. C. Time, 2.32.

The first heat of the mile open was won by Eddie Dethloff in 2:26⅘. The second heat was garnered by E. C. Arenz in 2.26. The three remaining heats were the fastest of the five required, and accordingly second men qualified; Schudt and Kreighbaum finishing in that order in the third to the tune of 2.25. Scott led Penseyres over in the next in two seconds less, and Schneider was clocked in the fifth for 2.20 with Jack Tanner hustling him from the crack of the gun. The final was won by Joe Schieder, C. Y. M. C. A.; second, J. M. Tanner, Ariel A. C.; third, Lloyd Safford, Reading-Standard Wheelmen. Time, 2:18⅘, a new indoor flat-floor record, so far as is known.

The two-mile handicap also was divided into five preliminaries, and a final with two in each heat to qualify. The back markers, Scheidel, Krushed, Joe Tanner and Arenz exhibiting plenty of ginger in their respective heats and continued the seasoning process in the concluding serving when Scheider (scratch) uncorked an extra sting in the last lap and won handily with Arenz (20), and Krushel (25) separated by inches in that order. Time, 4.45.

Cyclists End Up Year with Clash.

There was considerable excitement and much bad blood exhibited during the two-mile amateur bicycle handicap run in connection with the annual games of the 71st Infantry Athletic Association, at the Armory, New York City, Saturday evening, December 30.

About two laps from the finish VanDenDries fell, and clutching at Goodwin, brought him down with him. On arising VanDenDries struck Goodwin in the face, and was placed under 30 day's suspension for his pugnacious precocity. The race itself resulted as follows:

Two mile handicap—First heat, won by William VanDenDries, N. Y. A. C., scratch; second, T. J. Murphy (70 yards) Empire City Wheelmen; third, Nat Gutoff, (100 yds.) Atlas B. C. Time, 5:22. Second heat, won by Jack Townsend, (20 yds.) Irish American A. C.; second, Walter Raleigh, (70 yds.) N. Y. A. C.; third, E. H. Goodwin, (scratch) Irish American A. C. Time, 5:05⅗. Final heat, won by Townsend; second, Murphy; third, Gutoff.

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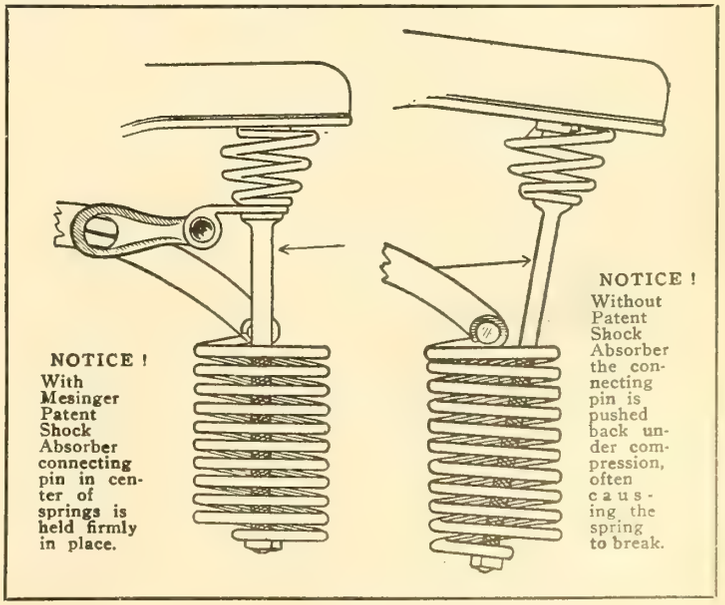
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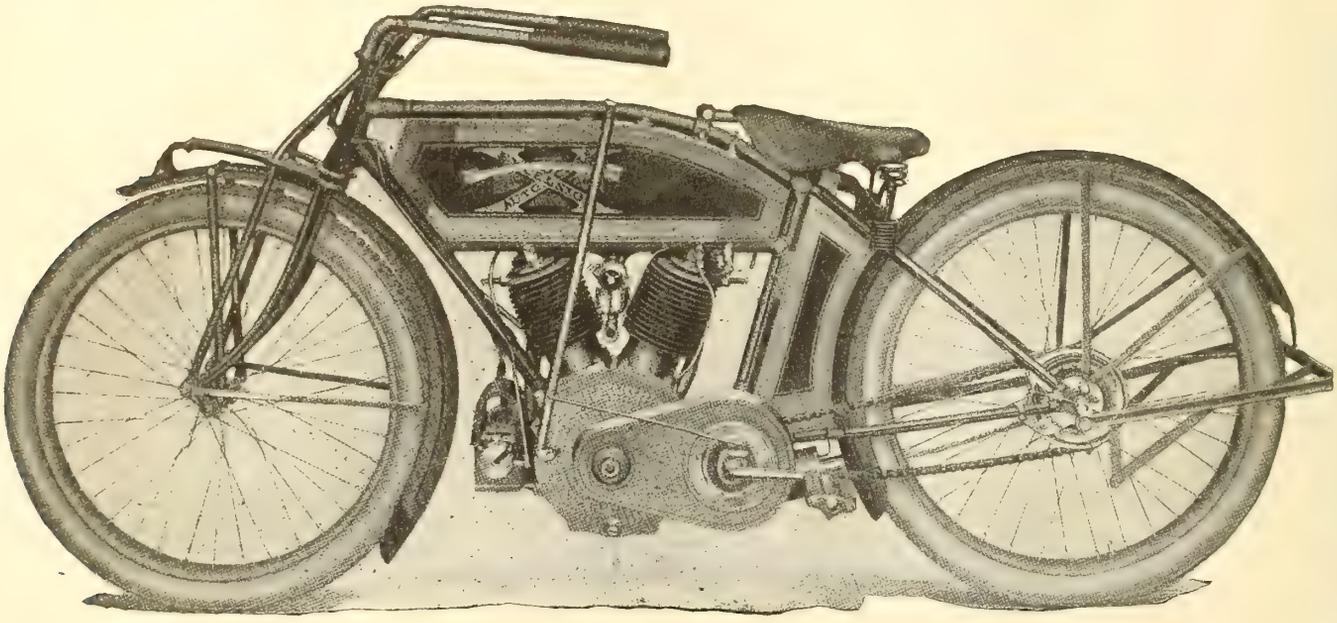
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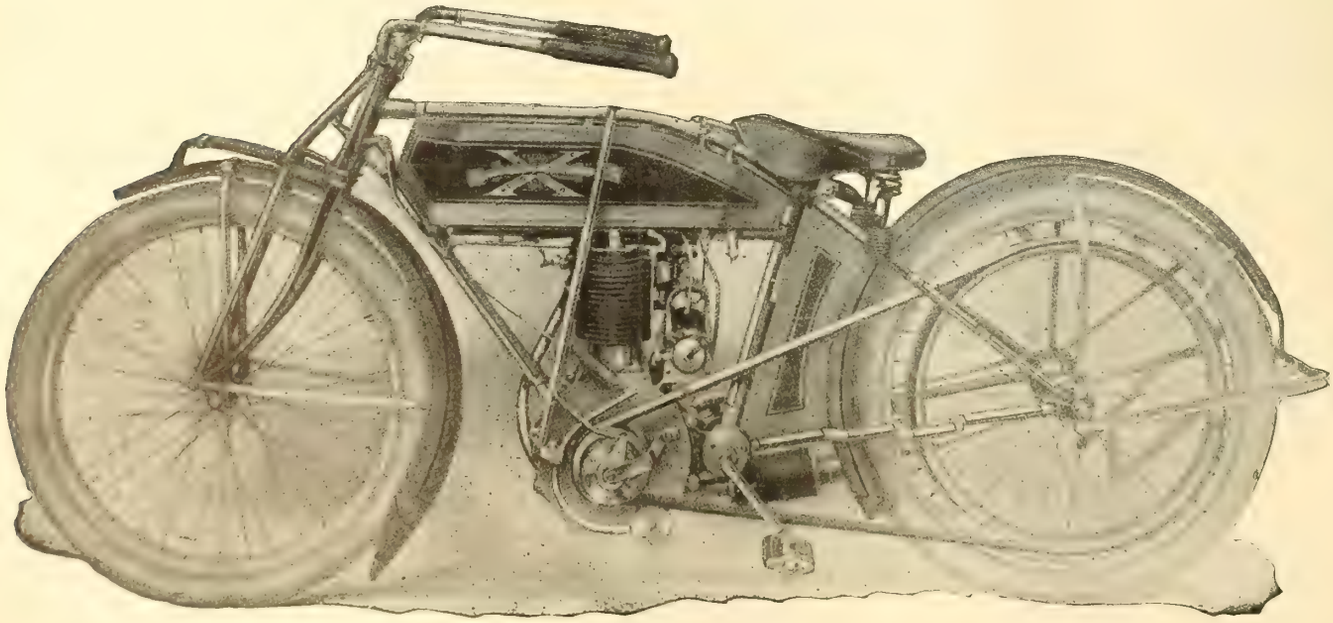


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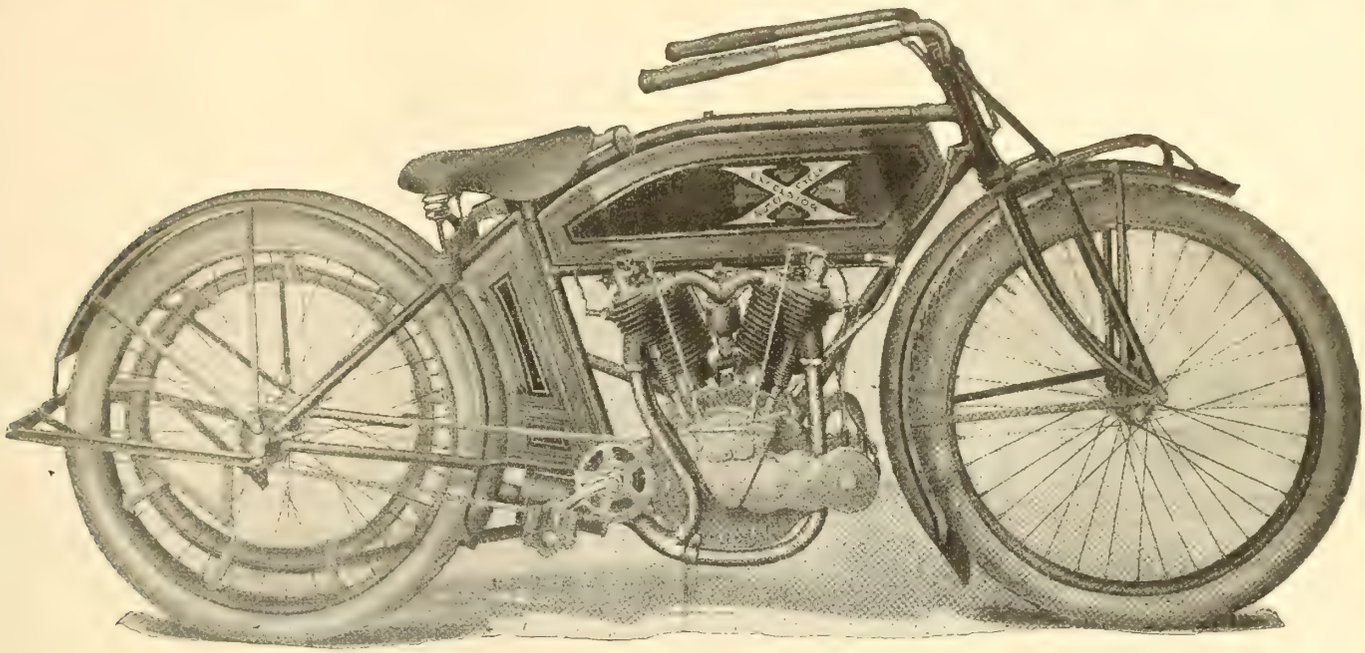
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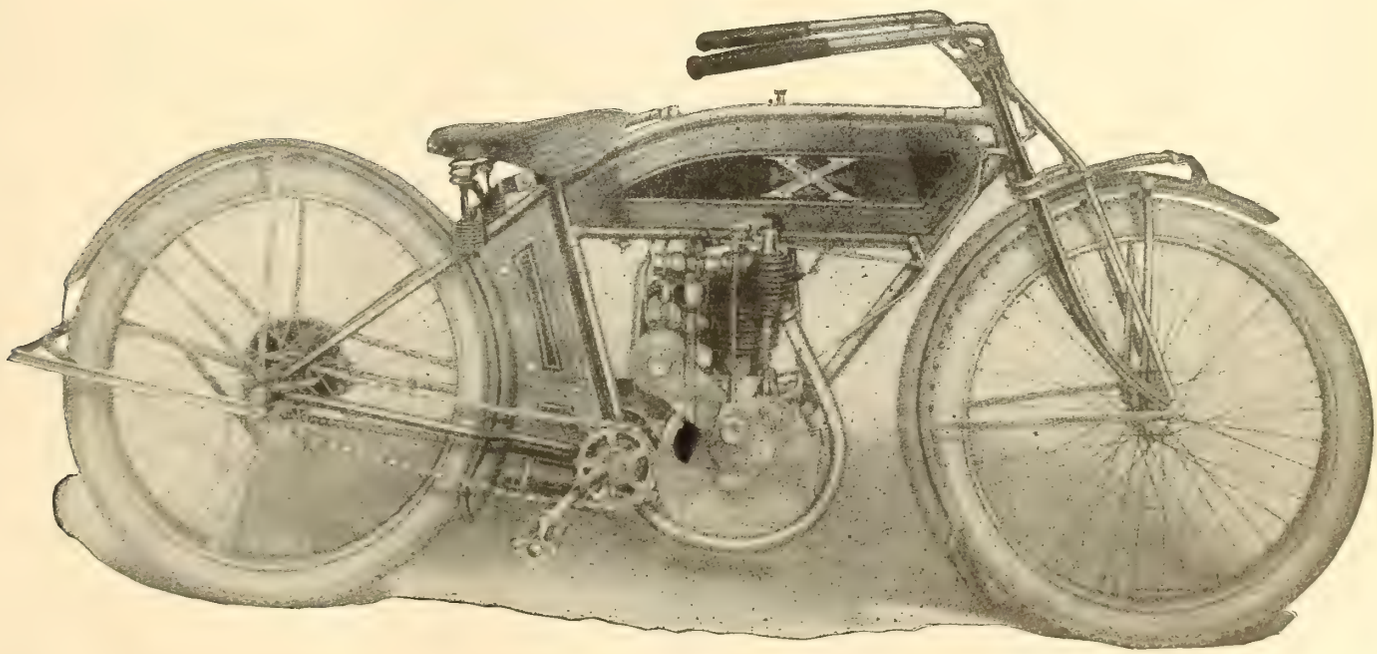
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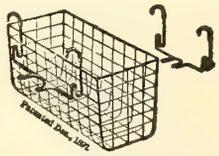


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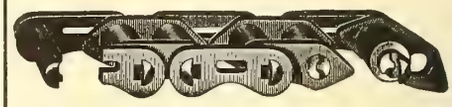
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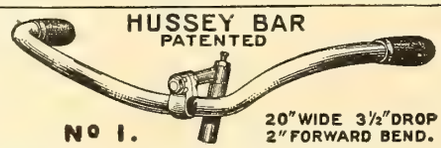
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in Western New York.
Get Our New Catalog
THE SIDNEY B. ROBY CO.
Rochester, N. Y.

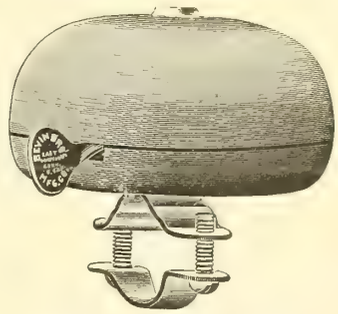


A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.

Bevin Bells



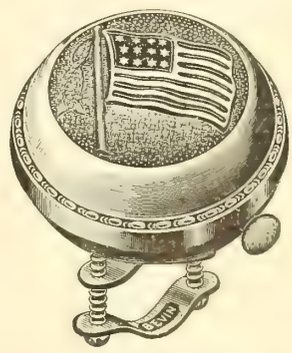
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

FOR SALE BY LEADING JOBBERS EVERYWHERE.

BEVIN BROS. MFG. CO.
Easthampton, Conn.

Motorcycle manufacturing and marketing are now among the leaders in present day commerce—amply demonstrated by the highest standard of efficiency, maximum of serviceability, and acme of design and finish which afford satisfaction, profit and pleasure to the user—the logical outcome of progressive production, ever increasing facilities, and presistently applied effort by corps of veteran designers and constructors.

That all may derive the consequent benefits and enjoy protection against unscrupulous imposition the Motorcycle Dealers' Association of Greater New York has successfully evolved and submit for your consideration a plan wherein is embodied the above all-important features and the hitherto unobtainable privelege of deferred payment purchase.

To those interested who contemplate satisfactory, remunerative ownership of a motorcycle, is offered the result of careful, conscientious research by special committee of this organization in its comprehensive recommendation of the following dealers:

THE SORENSEN CO.,
Thor and Flying Merkel.
Phone 133 Peekskill.
South St., Peekskill, N. Y.

NORMAN E. HEIL,
Flying Merkel, R-S, Marvel and M-M.
Phone 2783 W—Paterson.
Van Houten and Washington Sts.,
Paterson, N. J.

ROBERT BRAZENOR,
Harley-Davidson,
Phone 4489-W East New York.
1507 Bushwick Ave., Brooklyn, N. Y.

BEN. RUDERMAN,
Thor.
Phone 769-W Bedford.
1040 Bedford Ave., Brooklyn, N. Y.

BIDWELL & CONKLIN,
Indian and Pierce.
Phone Schuyler 5453.
2142 Broadway, New York

THE SUN MOTOR & SUPPLY CO.,
N. S. U. and Flanders.
Phone Schuyler 9740.
206 West 76th St., New York

GEO. P. JENKINS,
Marsh-Metz.
Phone Columbus 1435.
256 West 55th St., New York

J. FOLEY,
Indian and Thor.
Phone Melrose 2948.
165th St. and Jerome Ave., New York

GUS ROTHOLZ,
Indian and Excelsior.
Phone Harlem 2337.
1491 Fifth Ave., New York

THE GOTHAM MOTOR CO.,
Yale.
Phone Morningside 837.
204 West 116th St., New York

THE WEAVER-EBLING CO.,
Harley-Davidson.
Phone 9641 Schuyler.
2230 Broadway, New York

H. JEHLE,
Flying Merkel and Minneapolis.
Phone Market 2215.
407 Halsey St., Newark, N. J.

THE FORD MOTORCYCLE CO.,
Flanders, Excelsior, Curtiss and Marvel.
Phone 1349 White Plains.
58 Martine St., White Plains, N. Y.

A. H. PATTERSON,
Indian, Pierce and New Era.
Phone 3662 Bedford.
1082 Bedford Ave., Brooklyn, N. Y.

HENRY HEYER,
Marsh-Metz.
Phone 3177-L Bedford.
1325 Bedford Ave., Brooklyn, N. Y.

THE NEW YORK MOTORCYCLE CO.,
Thor and Minneapolis.
Phone 1781 Bryant.
318 West 48th St., New York

THE PROGRESSIVE CYCLE & AUTO. SUPPLY CO.,
Thor.
Phone 3347 Worth.
81 Chambers St., New York

AMOS SHIRLEY,
Excelsior, R-S, Indian and Pope.
Phone Columbus 508.
935 Eighth Ave., New York

THE F. B. WIDMAYER CO.,
Flying Merkel and New Era.
Phone Schuyler 4376.
2306 Broadway, New York

T. J. SIXSMITH,
Indian, Excelsior and R-S.
Phone Riverside 8861.
203 West 100th St. New York

F. A. BAKER & CO.,
Indian and Pierce.
Phone Barclay 6452.
10 Warren St., New York

THE MOTOR FINANCE CO., 246 West 59th St., New York. 'Phone Columbus 7076.
We finance all credit sales transacted by every dealer in above Directory. Terms and particulars cheerfully given.

IMPORTANT: This is an absolutely correct directory of reliable motorcycle dealers, and is valuable for future reference.

By-way or Highway—

rough road or smooth, perfect comfort is assured if the rider's saddle is a

BROOKS

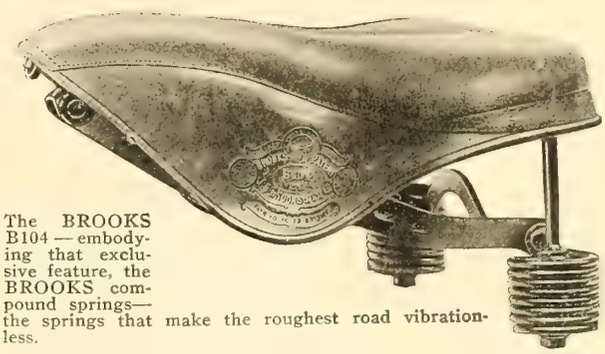
Don't overlook that fact—or this—

That the BROOKS is the original and only genuine compound spring saddle—the only saddle which makes that perfect comfort possible—

Its merits sell it—do you?

J. B. BROOKS & CO., Ltd.
73 Criterion Works Birmingham, Eng.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren Street, New York



The BROOKS B104—embodying that exclusive feature, the BROOKS compound springs—the springs that make the roughest road vibrationless.

A Money Maker for Live Merchants

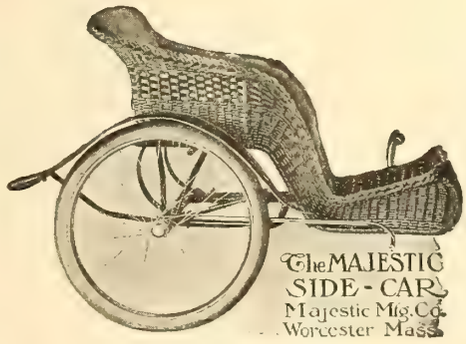
and the earlier they connect up, the more there will be in it for them.

AT MADISON SQUARE GARDEN:

Two or three representatives of the Majestic Mfg. Co. will be found in the Motorcycle Section all week, booking side car business. Inquire at the Harley-Davidson and Merkel exhibits for the side-car man.

After fastening the permanent fittings the Majestic car can be detachced or attached in a couple of minutes.

The live agent can pay his rent from profits on Majestic Side Cars.



GOOD GOODS WELL ADVERTISED are the easiest sold in the world. Majestic Side Cars are the **handsomest, strongest** and **easiest riding** ever produced in Europe or America. Knowing this, and that their wide use will greatly increase the interest of the general public in motorcycling, we have inaugurated an advertising campaign second to none. It means big business. Will you share with us in this or leave it all to the other fellow? Write.

PRICE $60.00

SEND FOR CATALOGUE

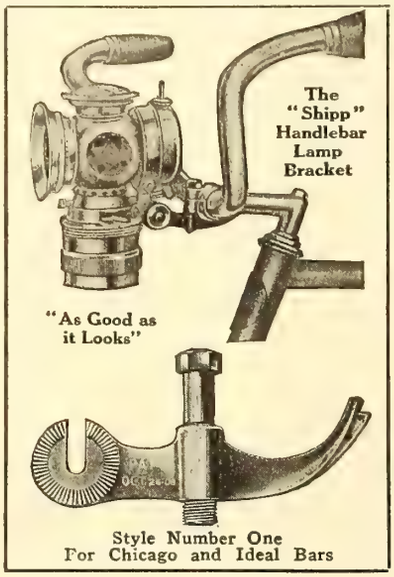
MAJESTIC MANUFACTURING COMPANY, Worcester, Mass.

(Don't Forget The Girls)

Specify "SHIPP" BRACKETS

Fitted on Your Solar Gas Lamps

"Shipp" Lamp Brackets Have Features All Their Own



Style Number One
For Chicago and Ideal Bars

Furnished on Solar Gas Lamps at Regular Price

Solar Lamps and Shipp Brackets will actually increase your lamp sales.

A combination that defies all competition.

When placing orders remember and mention Shipp Brackets.

WATT SHIPP
PATENTEE
SALEM, OREGON

STEVENS & CO.
DISTRIBUTORS
NEW YORK CITY

DUTCH BRAND

RUBBER CEMENTS STICK AND STAY STUCK



Our product represents the highest standard of quality. Expert repair men, riders, dealers and jobbers say the "DUTCH BRAND" is a winner.

Every dealer should have this line in stock. Furnished through your jobber or write us.

Meet Us at the Chicago Show

Van Cleef Bros. CHICAGO, ILL. U. S. A.

Manufacturers of the Highest Grades Rubber Cements and Quick Selling Cycle Accessories.

Reliance

(REG. U. S. PAT. OFF.)

Sparks in Water

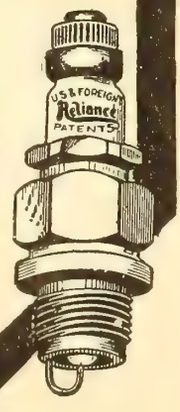
Special Motorcycle Types

The fact that the "Reliance" plug "Sparks in Water" proves that it can't be short circuited.

As an automobile, motorcycle or motor boat owner, you will instantly appreciate the overwhelming importance of this one great point. Beside it other claims sink into insignificance.

Soot, carbon, and other fouling influences, have no effect on Reliance Plugs. They do affect all other plugs—put them out of business.

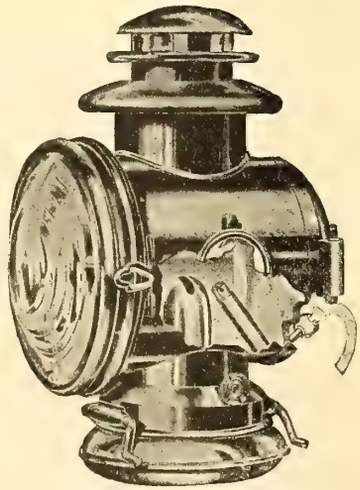
Regular Type $1.00



Other Reliance advantages are, lower current consumption, concentrated spark, heat-proof porcelains.

Reliance Magneto Plugs are especially recommended for oily engines. Satisfaction guaranteed or your money back. Sold by dealers everywhere, or sent prepaid on receipt of price. Get "Ignition and Spark Plug Talk"—a valuable pocket reference book—will make you master of your ignition system.

JEFFERY - DEWITT CO.
71 Butler Ave. DETROIT, MICH.
Armand Frey & Co., Berlin, Germany
Agents for Continental Europe



Lamp with Acetylene Burner

LET

HAM

Light Your Way

Here is a Motorcycle Lamp positively trouble proof. Doesn't that sound good? No amount of jarring will affect the steady stream of light which is generated from the HAM-LIGHT. Actual speed tests of 50 miles per hour have failed to blow or jar out the flame. Simply attached to motorcycle. Can be furnished either as an oil lamp, burning kerosene, or with acetylene burner in addition, using acetylene gas, making it a combination oil and gas lamp, a combination of great value on country roads or poorly lighted streets. Send for new circular containing full line. Do you want our Agency Proposition?

MANUFACTURED BY

C. T. Ham Manufacturing Co.

ROCHESTER, N. Y.

Protect Your Clothes and Health by Wearing

Nathan's New Motorcycle Garment





CUT A

Nathan's New Motorcycle Garment is made of a dark, double texture mackintosh which does not show dust or grime. It keeps the entire body comfortable in all weather. It is the only garment that enables the cyclist to make a trip over muddy or dirty roads without leaving a speck on his clothing. When he stops at a hotel or restaurant he can remove the garment in a jiffy and his clothes are just as neat as when he put them on.

The COAT may be worn either tight fitting (Cut B) or box shape (Cut A), by means of the invisible belt. The high standing military collar fits snugly about the neck. The sleeves have adjustable tabs at the wrists for wind protection. Ball and socket snap fasteners are used throughout in place of buttons and button holes. The TROUSERS are roomy and ample like riding breeches, and fit like leggings below the knee, with a fork spring fastening. The wearer has easy access to the side pockets of trousers underneath. Both garments have bellows pockets with snap fastened flaps. These garments are tailor made, neat in appearance, and guaranteed to give service and satisfaction. They open on side only, always affording a closed front. Made in three sizes—a fit for all. If not on sale in your town, send to us and give exact length of leg on inside and measurements around waist for trousers—and chest measurement for coat. (Sold separately or together.)



CUT B

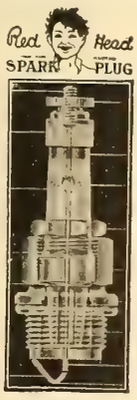




NATHAN

Send for new 1912 catalogue—it's free. Dealers, we ask that you send to us for prices, but you will learn something about quality if you send for samples.

NATHAN NOVELTY MFG. CO., 88B Reade St., New York City.



If spark plugs would cost as much as tires, you'd buy more carefully.

We recommend the use of

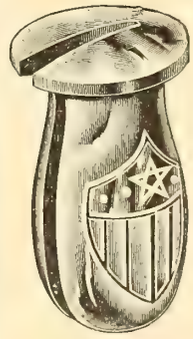
Red Head

plugs not only to reduce the expense per plug, but to increase the enjoyment of your machine per mile.

All Sizes, $1.00, Porcelain or Mica.

EMIL GROSSMAN CO., 250 W. 54th St., New York

Factory and Western Branch, 844 Woodward Ave., Detroit



Neverslip and Baby NIPPLE GRIPS

Interesting Prices for Jobbers. Why not Catalog?

Manufactured only by

Keyser Fry

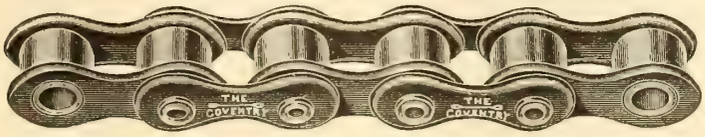
READING. PA.

Trade Factor and Jobber of

EVERYTHING FOR THE CYCLE

COVENTRY CHAINS

FOR MOTORCYCLES ENSURE A POSITIVE DRIVE

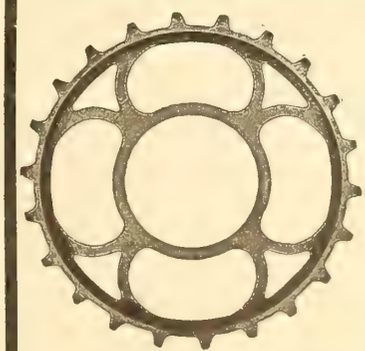


ELIMINATES SLIPPING—CHEAPER THAN A BELT

On account of their well known wearing and non-stretching qualities Coventry Chains are recognized as the highest art of chain construction. Large stock always on hand. Send for leaflets 34.

United States Representatives.

S. HOFFNUNG & CO., Ltd., 116 Broad St., New York



Sprockets

PRESSED—FLAT

GREATEST VARIETY OF MODELS

All sizes for Bicycles, Motorcycles and Coaster Brakes.

THE PARISH & BINGHAM CO., Cleveland, O.

Fisk Bicycle Tires



Dealers Can Depend On The Quality

Wherever bicycles are used Fisk Bicycle Tires are recognized as the standard of quality.

The representative wheel manufacturers almost without an exception use Fisk Tires, including such well known makers of wheels as the Pope, Iver Johnson, Pierce, Emblem, Snell, Yale, Racycle, Etc.

Fisk tires are made in many different grades, but each grade is admitted unusually good value for the money.

DEALERS in Fisk Tires never find business dull. Write for particulars.

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS.

Direct Factory Branches in 34 Cities

Something In It For You

if you're a dealer with initiative and action. Here's a chance to make a nice snug profit by a little promptness and push.

TIRE SHOES

guaranteed to be in A1 condition 28 x 2 1-4 but which will fit 28 x 2 1-2 rims, Goodrich, G. & J., M. & W., and Hartford, Single and Double Clinch; Bailey Tread, Basket Weave, Studded and Corrugated

At These Very Low Prices

26 and 28 x 2 1-4, $3.50
Bailey Treads, 25c. Extra

WRITE FOR COMPLETE LIST OF BARGAIN PRICES

A rider can get splendid use from these shoes and pay very little money. They will certainly tide him over a good many months and more. We bought a large consignment, at a low figure, so can offer them at much reduced prices. It's a snap that ought to be snapped right away.

HERE'S ANOTHER

$125.00 buys the Model A, MERKEL LIGHT, a motorcycle of sterling quality and fine running ability—brand new, of course. This machine hasn't some of the minor refinements of the regular Model Merkel, but however, is a high grade motorcycle in every way.

SPECIFICATIONS

Frame—22-inch truss loop, latest style; 14 and 16 gauge tubes; double top bar. Forks—Light special cushion. Motor—Thor, 2¼-2¾ H. P. Transmission—Chain (⅝-inch pitch roller). Handle Bars—With double grip control. Ignition—Special coil, standard batteries (3). Tank (3 in 1). Contents, 5 quarts gasoline, 1 quart oil, 3 standard batteries. [Notice. —The arrangement of batteries is so simple and positive that there is no chance for short circuit or loose batteries.] Coaster Brake—Thor. Wheels —28-inch, steel rims; 26-inch wheels optional. Tires—2¼-inch Morgan & Wright or Kokomo. Finish—Rubens red; option, black. Grips—Light, flexible. Saddle—Empire No. 3. Pedals—Standard rubber motorcycle No. 3. Wheel base—54 inches. Speed—5 to 40 miles per hour.

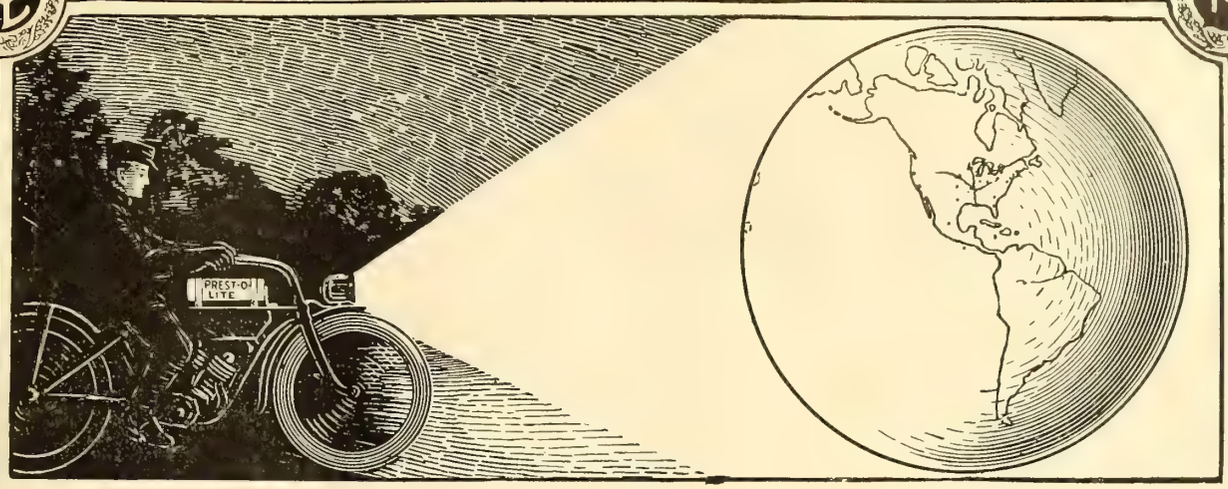
Send for Our 64 Page Catalogue for 1912

See Us at the N. Y. Show—Space No. 401

F. A. BAKER & COMPANY

10 Warren Street **New York**

"THE LIGHT UNIVERSAL"



Wherever You Find Motorcycles There You Will Find

PREST-O-LITE

Practically All Experienced Owners Use It!
Over 10,000 Wise Dealers Handle It!

Insist Upon It

Don't try to get along with the unsatisfactory, unreliable service of the generator, or imitation gas tank. One accident caused by poor, undependable light will cost many times the price of Prest-O-Lite. Thousands of owners have discarded the generator for Prest-O-Lite after a short experience. Be guided by those who know. Get Prest-O-Lite.

On Your Motorcycle

When you buy you should be particular about details that mean added expense later. Don't accept a generator. Get a lighting system that you can depend upon. If you take a substitute for Prest-O-Lite you will regret it before you've used your machine a month. Without good light the machine is not of full value.

The Prest-O-Lite Company manufactures Prest-O-Lite, "The Light Universal"; Prest-O-Starter, that eliminates the crank; Prest-O-Tire Tubes, that displace the pump; Prest-O-Tire Tanks; Prest-O-Carbon Remover and the Prest-O-Welder. Ask for information and literature for any or all of them.

The Prest-O-Lite Co.

245 E. South Street
Indianapolis, Indiana

10,000 EXCHANGE STATIONS, 25 BRANCHES, 13 CHARGING PLANTS

BRANCHES AT: Atlanta, Baltimore, Boston, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburgh, Providence, St. Louis, St. Paul, San Francisco, Seattle.

CHARGING PLANTS: Atlanta, Cleveland, Dallas, E. Cambridge, Hawthorne, Ill.; Indianapolis, Long Island City, Waverly, N. J.; Los Angeles, Minnesota Transfer, Oakland, Omaha and Seattle.

FOREICN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Can.; Vancouver, B. C.; City of Mexico; London, Eng.; Berlin, Germany; Australia.

EXCHANGE AGENCIES EVERYWHERE

The Tire That

Fulfils Every Requirement

of a

Discriminating Rider

Diamond
MOTORCYCLE TIRES





The Diamond Policy

is to make the best product for a particular service, regardless of cost. Diamond tires feature in the highest degree every quality that adds to the pleasure and comfort of motorcycling. The long life of the Diamond tire reduces yearly tire cost.



Corrugated. Tread

THE
DIAMOND
RUBBER
COMPANY
Akron, Ohio

Service Stations in 54 Cities.

Write for our 1912 Motorcycle Tire Catalog.



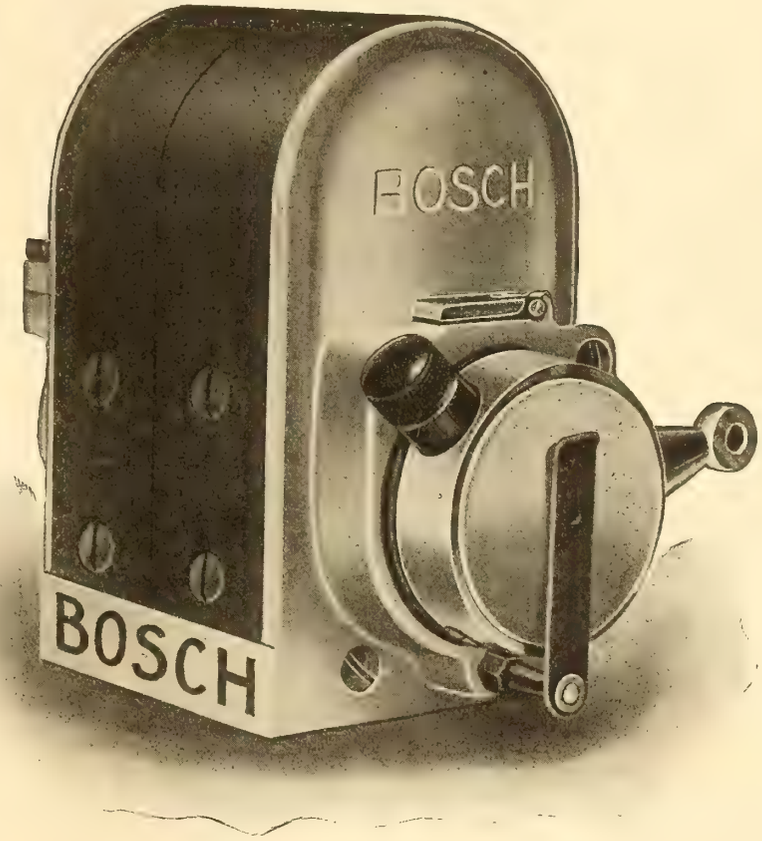
Studded Tread

Diamond

2 1/2 x 28

BOSCH

FOR 1913 PRODUCTS



MANUFACTURERS—The Bosch Enclosed Type Magneto illustrated, in addition to maintaining the high degree of excellence characterizing Bosch Products during the past twenty-five years, is absolutely oil, dust and water proof.

BOSCH SHOULD BE PART OF YOUR 1913 EQUIPMENT

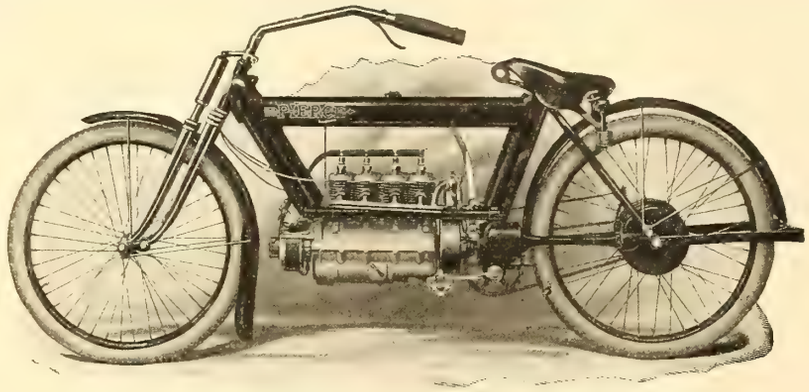
These types will be displayed at the MADISON SQUARE GARDEN SHOW, Jenuary 6th-20th.

BOSCH MAGNETO COMPANY, NEW YORK
DETROIT CHICAGO SAN FRANCISCO TORONTO

PIERCE

SUPERIORITY

is due to the close attention given to details of design, workmanship and material.



Cut of 4-Cylinder Showing Neat, Accessible and Strong Construction.

Winning the Longest Endurance Contest Ever Held

was made possible by the stronger frame, more efficient and better built engine, greater hill-climbing capacity and infinitely better transmission contained in the Pierce.

PIERCE SINGLE AND FOUR CYLINDER MODELS

have defeated and will continue to defeat every kind of road competition.

ASK FOR NEW CATALOG "A"

PIERCE BICYCLES

are ridden by FRANK L. KRAMER and every other leading professional and amateur racer. WHY? Because every speed record from 1-5 mile to 15 miles is held by the Pierce.

MADE BEST—RUNS EASIEST

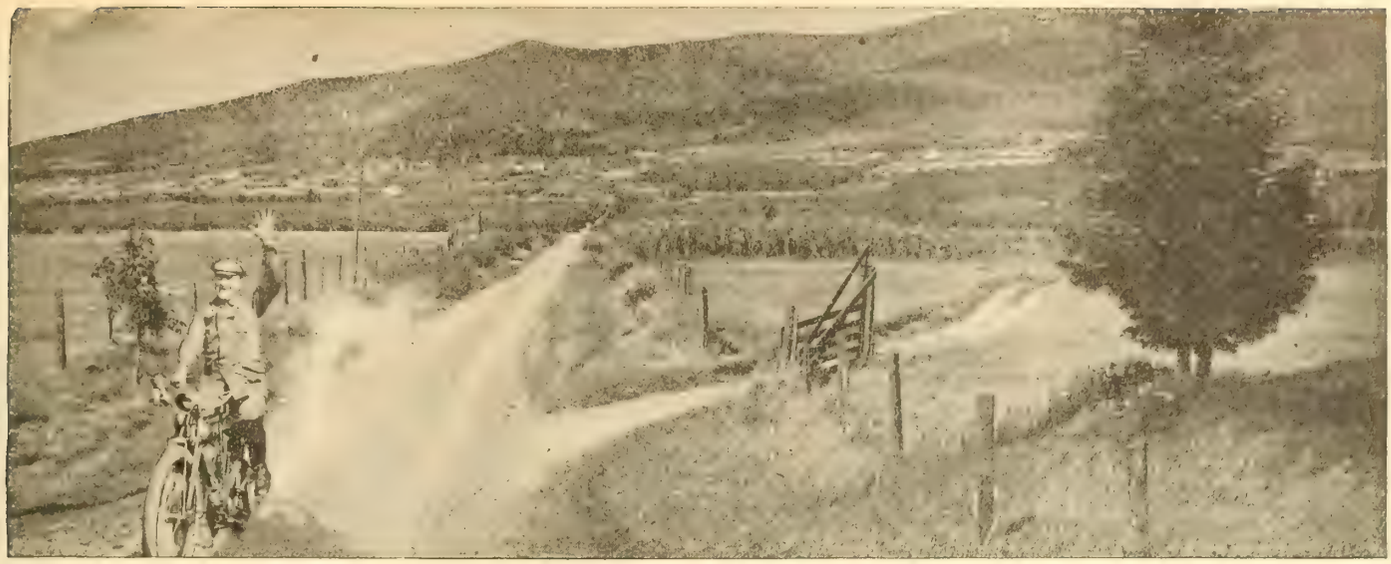
RACERS, ROADSTERS, CUSHION FRAMES AND HEAVY SERVICE

ASK FOR CATALOG "AA"

Every Dealer Should Apply for Our Agency Proposition on Bicycles and Motorcycles.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.



THIS VIEW WILL BE FOUND ON OUR NEW 1912 CATALOG COVER IN COLORS. SEND FOR ONE.

Agents—Listen!

Here's a winner—A sales winner. The low price will catch the eye, and the high quality will clinch the sale.

The M·M "Special" line appeals to more possible buyers than any other to be had. This is the theory:—If you could sell motorcycles at the cost of bicycles, you would sell one to every fellow in town. If they cost $500 each, you wouldn't sell one, but the nearer to the bicycle price you get (with a good motorcycle) the more machines you will sell—Just think that over.

The M·M agency is a big opportunity for you. Don't lose it. The M·M line is complete—Our commission to the agent allows him to sell on time which is the way 90% of all motorcycles are sold to-day.

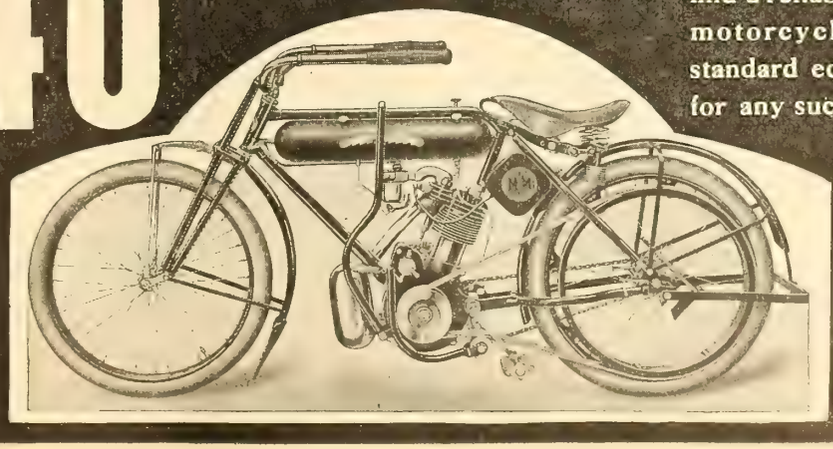
Write now for literature and agents proposition.

AMERICAN MOTOR CO., 718 Centre St., Brockton, Mass.

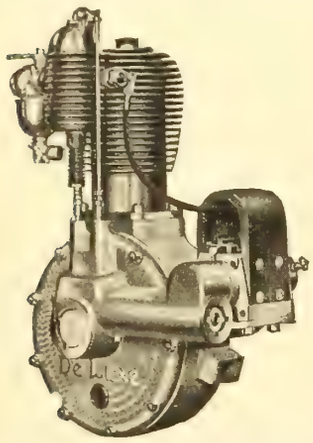
$140

4 H. P. Battery Special

Where else can you find a reliable 4 h. p. motorcycle with standard equipment for any such money ?



A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

Equipped with Bosch Magneto.

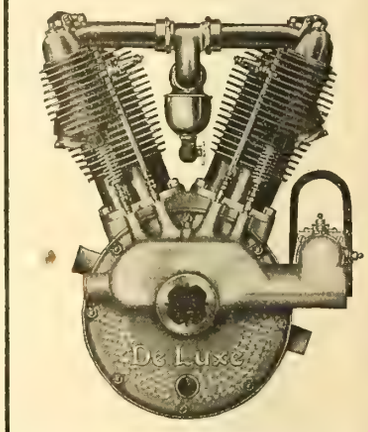
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — **Five H. P. Single Cylinder**
Seven H. P. Twin Cylinder — **Nine H. P. Twin Special**

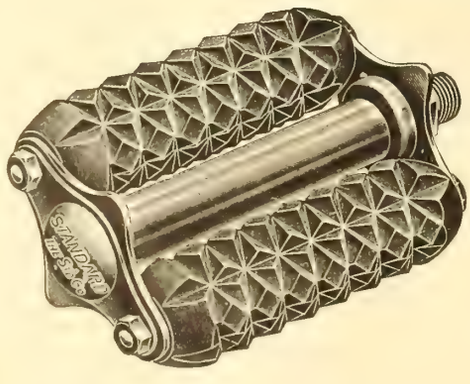
PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

We shall exhibit at the Madison Square Garden, New York, and the Coliseum, Chicago, Automobile Shows.



The F. W. Spacke Machine Co.
INDIANAPOLIS, IND., U. S. A.

Insuring Comfort to the Motorcyclist
and Adding Pleasure to the Day's Ride



by equipping the motorcycle with

No. 3 STANDARD MOTORCYCLE PEDALS

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. You know what that means.

They Sell for $3.00 Per Pair

Our Products for the Cycle Trade Include:
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY
TORRINGTON CONN.



WALKING IS HEALTHFUL

BUT RIDING ON AN R-S WITH ITS ORIGINAL ADJUSTABLE SHOCK ABSORBING SEAT POST IS MORE HEALTHFUL

BE SURE TO ATTEND BOTH AUTO SHOWS AND BECOME ACQUAINTED WITH THE R-S. TWO SINGLES, BELT OR CHAIN, ONE TWIN. FREE ENGINE CLUTCHES, DOUBLE BRAKING DEVICE, DOUBLE OILING SYSTEM, FOOT RESTS, FOOT IDLER, ETC. SEND FOR CATALOGS OF MOTORCYCLES AND BICYCLES.

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ONLY IN A **PERSONS** CAN YOU HAVE

THIS PATENTED CONSTRUCTION

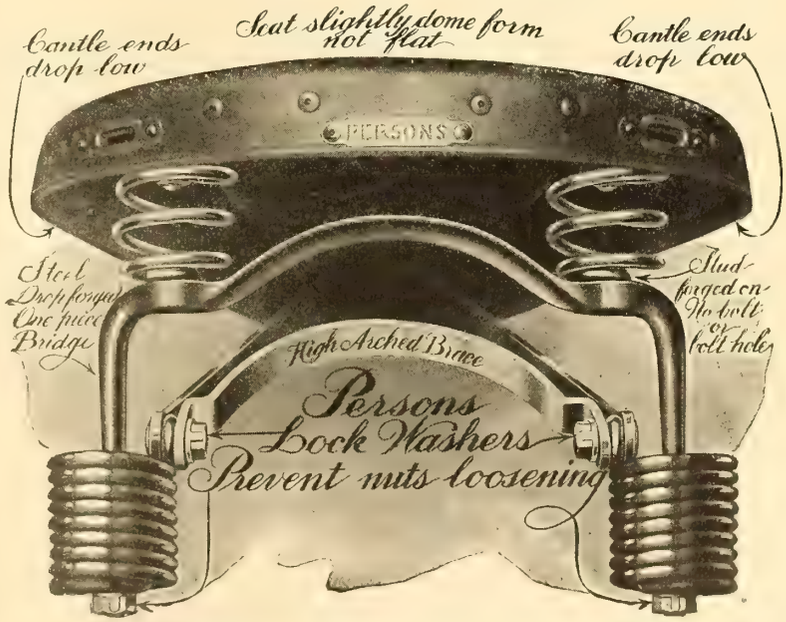
High Bridge

Greatest Clearance

No Bumping

All Springs Act Together In Perfect Harmony

No Obstructions To Destroy Action



No Other Saddle Is Fitted With Lock Washers

Think of This Before Getting A Saddle That Will Fall Apart

THE SPRINGS ABSORB THE SHOCKS

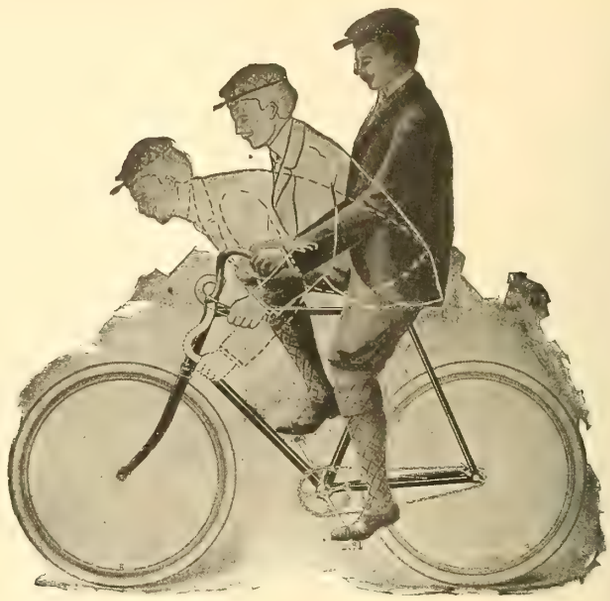
THIS ARRANGEMENT IS SCIENTIFICALLY CORRECT AND SELF-BALANCING

THE PERSONS MANUFACTURING COMPANY, WORCESTER, MASS.

THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

"Whitney" Chains Are Dependable



THE WHITNEY MFG. CO., Hartford, Conn.

Dear Sirs:—Yours of February 28th at hand. In regard to old chains, I have now covered over 12,000 miles on one set of your chains and have not even exchanged drive chain for pedal chain. Not one link or roller broken. Have carried tandem lately, which is a strain on chains. Just think of what these chains have gone through! From Los Angeles to New York, besides myself pulling 150 lbs. of extra luggage, and then from Canada to Mexico, and all over California, and still stick together. It sounds impossible, but this being the fact.

I will send old chains by express next week, as I intend to put on a new set. The old chains have done their duty, and then some. I think they are still good for a few thousand miles.

Put me down as a booster for "Whitney" Chains, as I will have no other.

Respectfully yours,

A. H. HELGESON.

733 Ottawa St., Los Angeles, Cal.



These chains have been driven from the Pacific to the Atlantic, from Canada to Mexico, and all over California, through rain, mud, dust, and sand and are still good.

Can any service be more strenuous and severe than this?

What test could show more clearly the true strength and wearing qualities of "Whitney" Chains?

"Whitney" Chains Are Built for Strains

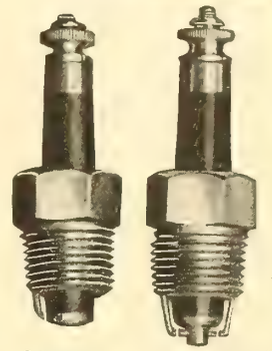
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Motorcycle Spark Plugs

Remarkably Serviceable and Always Dependable

IMPROVED firing is at once noticed with these plugs and more speed and power is obtained. Perfectly insulated they cannot short circuit. Firing points are of a special alloy that withstands heat without oxidization. The plugs are guaranteed for a year but last much longer. Every motorcycle should be equipped if maximum efficiency in sparking is desired. Made with all standard threads. Catalog on request.



Battery Plug $1.00 — Magneto Plug $1.25

PITTSFIELD SPARK COIL CO., Dalton, Mass.

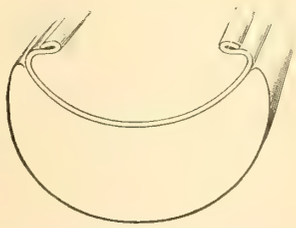
SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42nd St., New York City. *Central States, Brown & Caine, 1517 Michigan Ave., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco, Los Angeles and Fresno, Cal., Seattle and Spokane, Wash, Portland, Ore. *Canada, Russell Motor Car Co., West Toronto, Canada.
*Full line carried.

Pittsfield Spark Coils also are invaluable to motorcyclists. They are practically indestructible.

THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

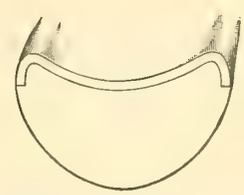
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

NEVERLEAK TIRE FLUID

Keeps Tires and Tills On the Go

There's money in selling Neverleak, because Neverleak is not only a big favorite among bicycle riders, but it is also the only legalized tire fluid sold today.

You get fine premiums with Neverleak—premiums that are really worth having—not a poor one in the lot.



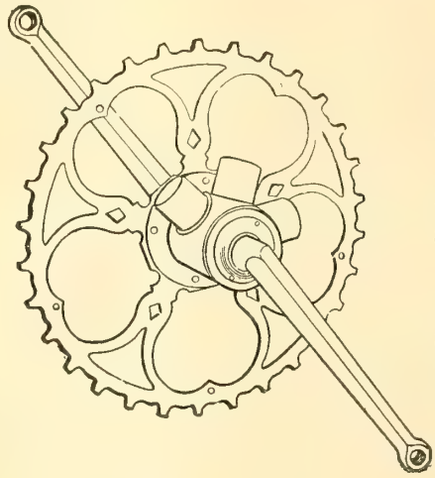
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$25.00 REWARD

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Used wherever quality is found.

Known as well as the bicycle.

Supplied in standard and special sizes.

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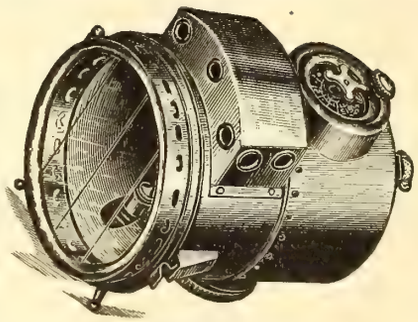
Makers of CROWN, ADLAKE and CYRUS BICYCLES and FAUBER HANGERS

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A nickel plated "Close Coupled" Searchlight and generator.

Absolutely the HANDSOMEST and BEST motorcycle lamp made.

No. 90 with rear prop
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Price $6.00

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KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
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Quality and Satisfaction

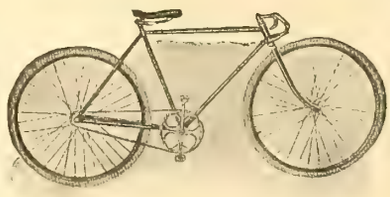
Let us estimate on your requirements for

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THE MOTT WHEEL WORKS, Utica, N. Y.

A PROFIT LEADER

As an introduction, we offer you a wheel equal in all respects to the highest priced on the market, but at price usually charged for the cheapest.



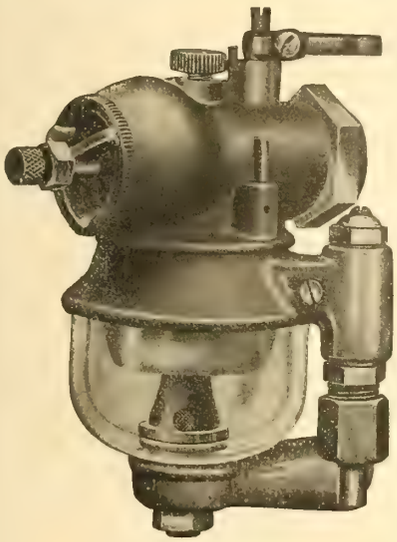
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Write for bicycle catalog of fast movers.

MOTOR CAR SUPPLY COMPANY
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HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

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PRICE NET $9.50
Metal or Glass Bowls

Model H is the new one, the acme of simplicity. Has but ONE gasoline adjustment, but has TWO feeds, one for High speed, one for Low, that give maximum results at all speeds. Once adjusted, stays adjusted. Easily adjusted and understood by the novice. Gives satisfaction where others fail. Threads and fittings for any machine. Our model G-D is of the double gasoline adjustment type or mechanical needle, having separate adjustments for low and high, used by manufacturers and thousands of riders the past season. Either type makes a motor run faster and smoother and use less gasoline. Both guaranteed to give satisfaction. 1912 catalog now ready.

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You know this is important for quick repair on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

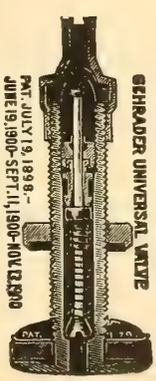
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TRADE ◇ MARK



Diamond Chain and Mfg. Co.
141 W. Georgia St., Indianapolis, Ind.
Capacity 3,000,000 feet per year

SCHRADER UNIVERSAL VALVE



(Trade Mark, registered April 30, 1895.)

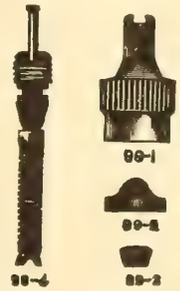
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.
Established 1844.
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Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

SCHAFER BALL BEARINGS
(MADE IN GERMANY)



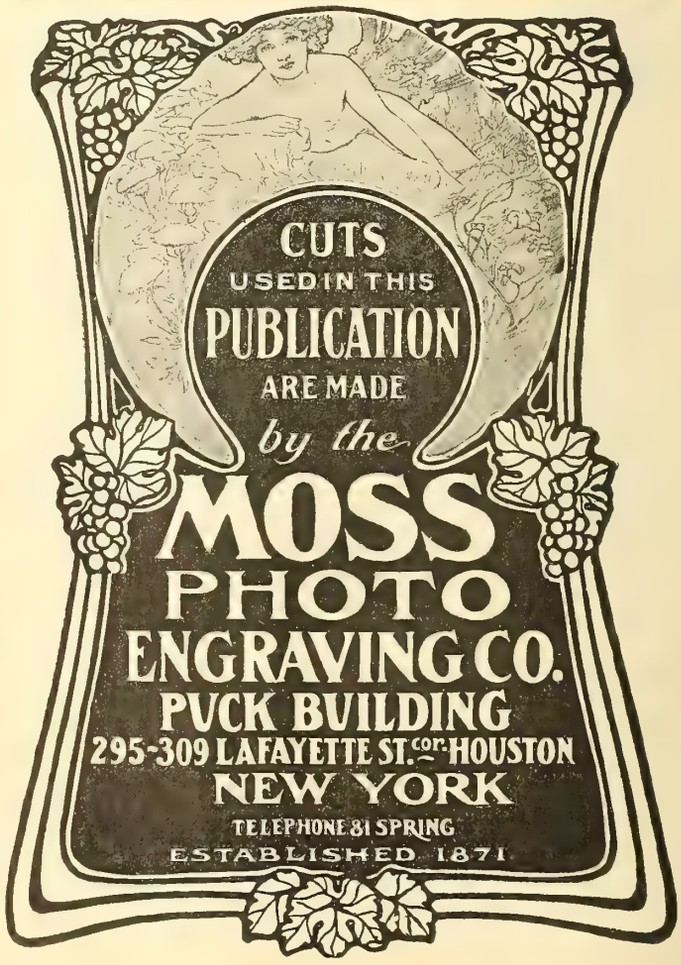
are the most suitable bearings for motorcycles

Because

They withstand vibration due to the strong cage and large number of steel balls.

SCHAFER BALL BEARINGS are used throughout the *De Luxe* motor and two speed transmission for motorcycles manufactured by F. W. Spacke Machine Company, which fact proves that SCHAFER BALL BEARINGS stood up under the most severe tests before being adopted and that the best bearing regardless of cost is being used on the *De Luxe* motor and transmission.

BARTHEL, DALY & MILLER
42 Broadway New York





"The little fellow with the Big Grip"
THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. [48] New York City



KOKOMO MOTORCYCLE TIRES

and a Few Facts Relative to Their Construction

The most important factor entering into the construction of a motorcycle tire is the material. Something more than the best materials, go into the making of KOKOMO Motorcycle Tires —our knowledge from over 16 years of manufacturing bicycle tires, together with workmanship which is absolutely the best obtainable. Our knowledge of rubber and its handling, from the crude material to the finished product, has resulted in the best motorcycle tire the market has ever known—the KOKOMO. We leave out the guess work, and embody only scientific principles of construction which insure long lasting qualities to the tire.

"If It's Kokomo That's All You Need to Know"

KOKOMO RUBBER COMPANY, Kokomo, Ind., U. S. A.



SPLITDORF

PLUGS

"Always There"

EPOCH-MARKING ACHIEVEMENTS

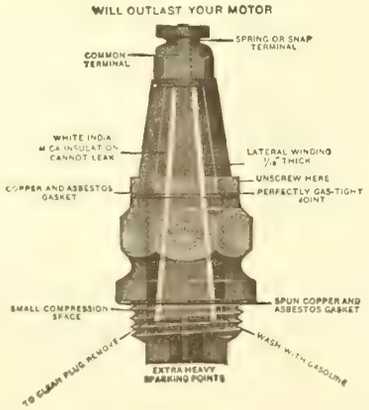
SPLITDORF PLUGS have been responsible for innumerable performances of wonderful merit but, if any one achievement stands out conspicuously, the remarkable epoch-marking flight of the Lebaudy dirigible across the English Channel, is entitled to a high place on the honor roll.

From Moisson Seine-de-Oise in France to Farnborough, near Aldershot, in England, the semi-rigid dirigible, 337 3-7 ft. long and with an envelope containing 353,165 cubic feet of gas was driven, approximately 197 miles. at an average speed, roughly speaking. of 36 m. p. h.

Major Sir Alexander Bannerman, Royal Engineers, of the British Military Aeronautic Department was the pilot and the performance, considering the head winds prevailing, was a phenomenal one.

Never for a moment did the SPLITDORF PLUGS, of the regular motorcycle type, with which the dirigible's motor was equipped, fail to respond to the terrible demand made upon them—high pressure engine and terrific motor speed the herculean task demanded, notwithstanding.

SPLITDORF PLUGS are a standard in the motorcycle world and for track or road work they are INVINCIBLE.



Write for our Magneto catalog.

C. F. SPLITDORF

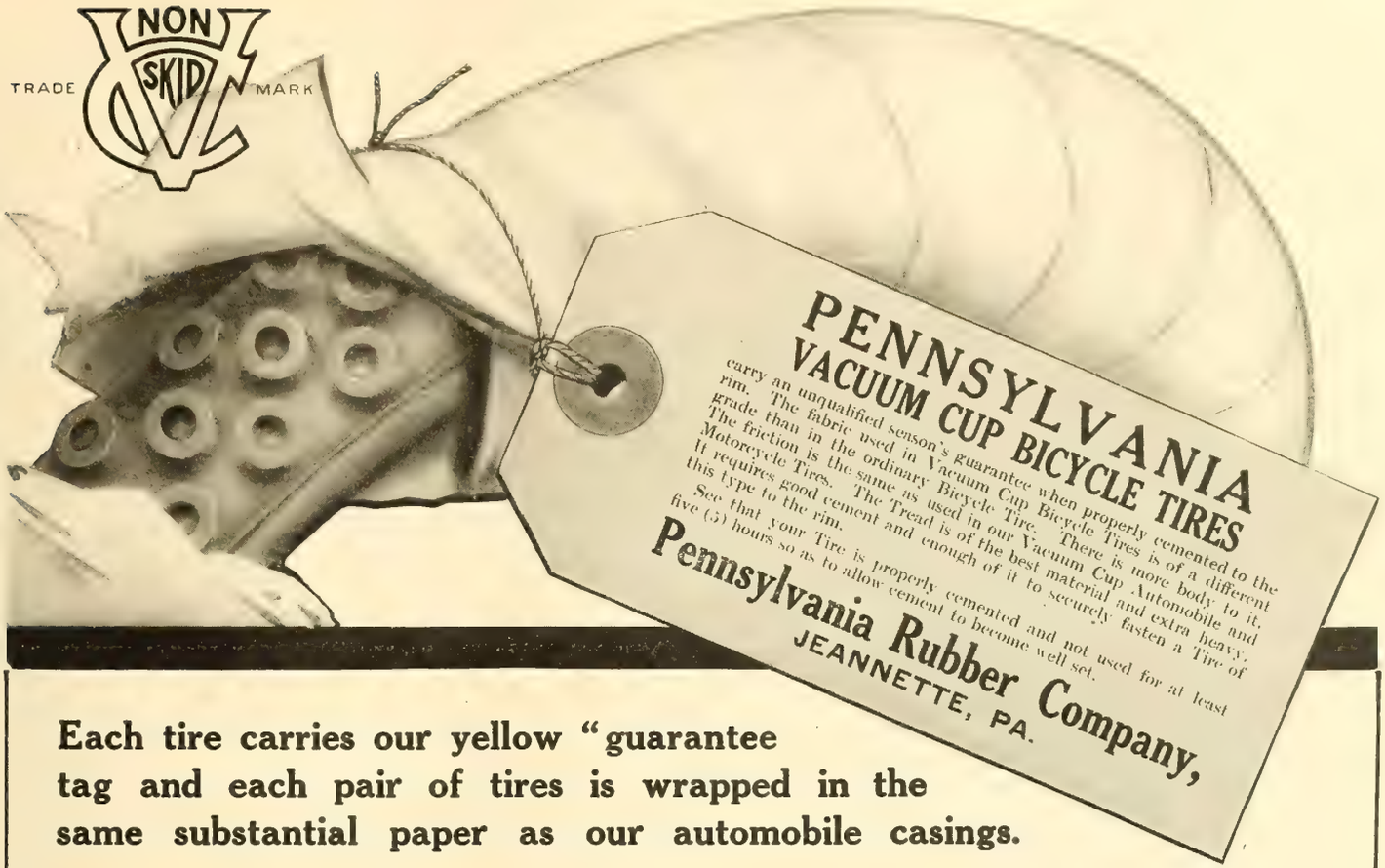
Walton Avenue and 138th Street

NEW YORK

BRANCHES

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DETROIT	368 Woodward Avenue
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Each tire carries our yellow "guarantee tag and each pair of tires is wrapped in the same substantial paper as our automobile casings.

Pennsylvania Vacuum Cup Bicycle Tires

The increasing popularity of these tires is a striking feature of the tire trade and is due entirely to their sterling worth.

Their non-skid and service qualities are so sound that we are enabled to give an unqualified season's guarantee with each tire. This is a strong inducement to the consumer.

For the convenience of the Jobber and Retail Merchant, Pennsylvania Vacuum Cup Bicycle Tires will be packed ten pair in a strong wooden box. This enables the Jobber to ship in the original package and the Retail Merchant to order in convenient quantities.

Made by an Independent Company with an Independent Selling Policy which insures a fair margin of profit to Jobber and Dealer.

If you want to sell tires for profit, write now for our attractive proposition.

"We Protect the Jobber"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

(Re-organized February 1st, 1910)

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All Speed Titles Held By PIERCE RIDERS



Frank L. Kramer, National Champion, and every other prominent racing man rides a Pierce.

OFFICIAL TABULATION

Rider		1st	2nd	3rd	4th	Total Points
Frank L. Kramer	Pierce	10	3	4	0	67
A. J. Clark	Pierce	6	4	5	0	52
Alfred Goullet	Pierce	2	4	0	7	29
Jos. A. Fogler	Pierce	0	3	5	5	24
E. F. Root	Pierce	0	1	2	1	8
Fred Hill	Pierce	0	2	1	0	6
John Bedell	Pierce	0	0	1	1	3
Iver Lawson	Pierce	0	0	1	0	2
P. O. Hehir	Pierce	0	0	1	0	2
Menus Bedell	Pierce	0	0	0	1	1
F. A. Macfarland	Pierce	0	0	0	1	1
W. S. Fenn	Pierce	0	0	0	1	1
Floyd Krebs	Pierce	0	0	0	1	1

Ask for Bicycle Catalog "AA"

PIERCE Motorcycles

Single and Four Cylinder Models

are used by the world's most exacting motorcyclists.

San Francisco Endurance Contest

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YOUR NEXT MOUNT WILL BE A PIERCE

One Ride Will Convince You

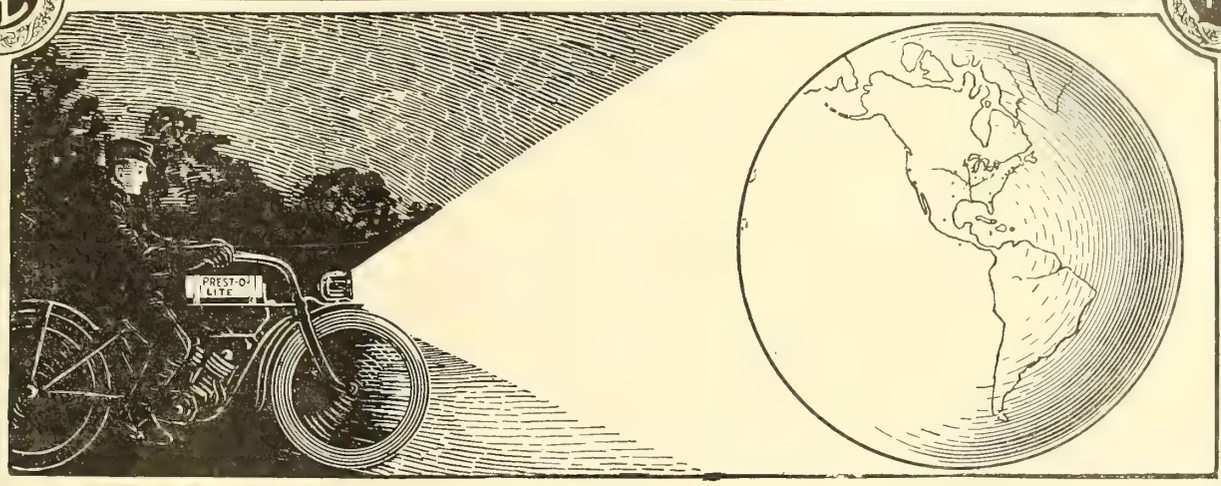
Ask for Motorcycle Catalog "A"

Every Dealer Should Handle the Profit Making Pierce Lines. Write Today.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

"THE LIGHT UNIVERSAL"



Wherever You Find Motorcycles There You Will Find

PREST-O-LITE

Practically All Experienced Owners Use It!
Over 10,000 Wise Dealers Handle It!

Insist Upon It

Don't try to get along with the unsatisfactory, unreliable service of the generator, or imitation gas tank. One accident caused by poor, undependable light will cost many times the price of Prest-O-Lite. Thousands of owners have discarded the generator for Prest-O-Lite after a short experience. Be guided by those who know. Get Prest-O-Lite.

On Your Motorcycle

When you buy you should be particular about details that mean added expense later. Don't accept a generator. Get a lighting system that you can depend upon. If you take a substitute for Prest-O-Lite you will regret it before you've used your machine a month. Without good light the machine is not of full value.

The Prest-O-Lite Company manufactures Prest-O-Lite, "The Light Universal"; Prest-O-Starter, that eliminates the crank; Prest-O-Tire Tubes, that displace the pump; Prest-O-Tire Tanks; Prest-O-Carbon Remover and the Prest-O-Welder. Ask for information and literature for any or all of them.

The Prest-O-Lite Co.

245 E. South Street
Indianapolis, Indiana

10,000 EXCHANGE STATIONS, 25 BRANCHES, 13 CHARGING PLANTS

BRANCHES AT: Atlanta, Baltimore, Boston, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Indianapólis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburgh, Providence, St. Louis, St. Paul, San Francisco, Seattle.

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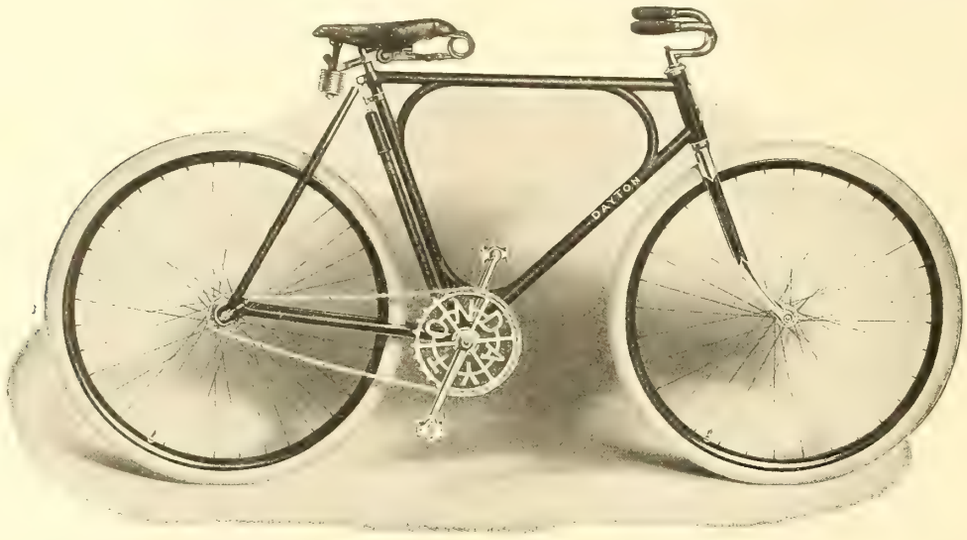
FOREIGN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Can.; Vancouver, B. C.; City of Mexico; London, Eng.; Berlin, Germany; Australia.

EXCHANGE AGENCIES EVERYWHERE

Sales and Profits Are the Results Secured by Dealers Handling Dayton Bicycles

If YOU Want to INCREASE YOUR SALES and YOUR PROFITS
Write Us Today and We Will Send Full Information

A 1912 Feature



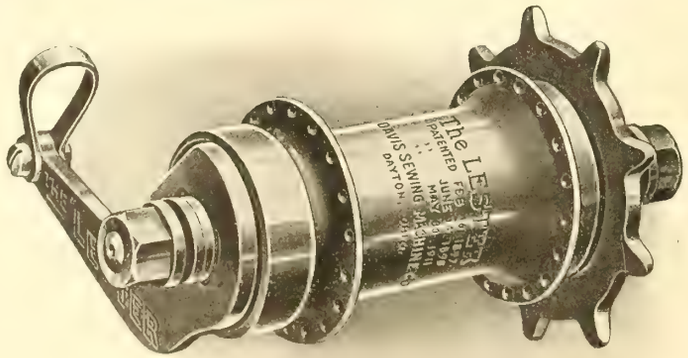
Constant Improvement Characterizes THE DAYTON

Dayton "Three-Arch Truss" Roadster.

THE DAVIS SEWING MACHINE COMPANY

DAYTON, OHIO, U. S. A.

Simplicity, Strength and Efficiency

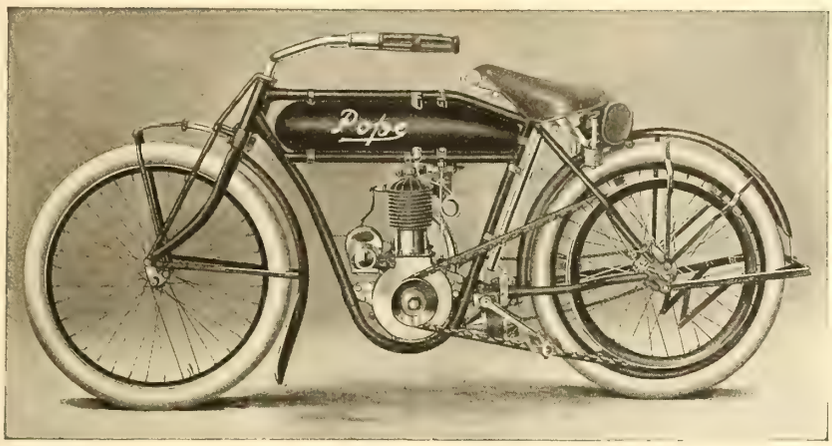


Only Six More Parts than an Ordinary Rear Hub

The Lester Clutch Coaster Brake

ANYONE CAN TAKE THE LESTER COASTER BRAKE APART AND PUT IT TOGETHER AGAIN AND IT CANNOT BE PUT TOGETHER WRONG. SEND FOR 1912 CATALOG.

WE HAVE WRITTEN EVIDENCE



To Prove

THAT

Pope Motorcycles

($175 With Magneto)

(1) Are, Regardless of Price, the Best All-Round Machines Built.

(2) Can Go Anywhere and Do Anything Any 4-Horsepower Machine Does.

(3) Have Performed Equal To and In Some Cases Outstripped High-Powered Twin Machines.

(4) Are Regular Little POPE-HARTFORD AUTOMOBILES With Plenty of Reserve Power for Every Emergency of the Road.

(5) Are Great on Steep Grades and Wonders on Rough or Sandy Roads.

(6) Run Equally Well in All Sections of the Country and Abroad.

(7) Are Constructed To Stand Up and Wear Wonderfully Well.

(8) Are Just the Right Weight for Durability, Convenience and Easy-Riding Qualities.

(9) Are Simple To Operate and Easy To Handle Even for Women Riders.

(10) Can Be Started on a Quarter Turn of the Pedals.

(11) Have Quiet, Smooth-Running Motors.

(12) Can Be Throttled Down Slower Than Most Machines.

(13) Are Most Economical in the Consumption of Oil and Fuel.

(14) Are Perfect Score Machines in Reliability and Endurance Contests.

(15) Have Satisfied Various Riders So Well, Not Even a Bonus Would Tempt Them to Sell or Exchange for Other Makes.

Would you like to see our evidence covering the above points and many others? It is in our book of testimonials sent on application.

Our Space at the New York Show is No. 719

THE POPE MANUFACTURING COMPANY, Hartford, Connecticut

BUILT AND TESTED IN THE MOUNTAINS

R-S

You Have Been to the Show—Now Draw Comparisons

Did you find a more complete line than ours? Two Singles—Belt or Chain—One Big Twin; all with Free Engine Clutches. Double Oiling System, Foot Rests, Combination Hand and Foot Idler, Luggage Carrier and Steel Tool Case, Automatic Stand, Correct Spring Fork, Mechanically Operated Valves, a big, silent, easy running motor and Imported Ball Bearings. They gather like flies around our new Twin. All declared the original R-S Adjustable Shock Absorbing Seat Post indispensable. Others may copy but none can equal the famous old R-S with its exclusive features.

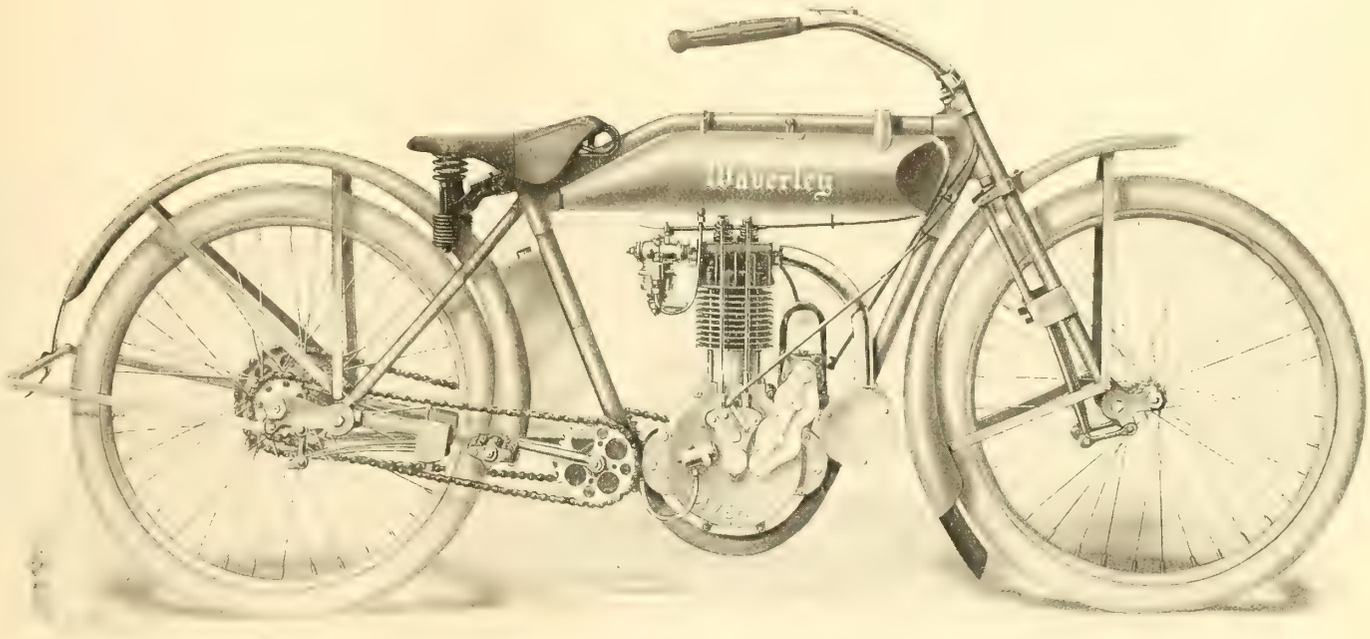
PRICE MADE NO DIFFERENCE **LIVE AGENTS GOT BUSY**

See us at the Chicago Show, but in the meantime send for our illustrated motorcycle and bicycle catalogues.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

The Waverley Model A-4

Some motorcycles will be sold by price but we believe there is a sufficient number of experienced motorcyclists who are through with petty troubles and want only the highest degree of mechanical excellence to justify us in building



The Waverley Model A-4

The WAVERLEY motor has proven its quality in the hardest service and we are building it in a motorcycle that is fully up to the same high standard of excellence throughout.

The WAVERLEY Cushioned Frame is what its name implies—a rigid frame supported on a set of leaf springs that absorb ALL the road shocks without in any way weakening the frame by hinge joints and other complications.

The WAVERLEY has all the other up-to-date features, such as free motor clutch, extension fork, taper fenders, etc., with a lot of good things all its own.

Our illustrated advance sheet tells all the story and will be of immense interest to the live dealer who wants a machine to uphold his promises or the rider who is tired of trouble and discomfort and wants a machine to ride day after day without tinkering or repairs.

To such we have much to offer and only await your inquiry.

WAVERLEY MANUFACTURING COMPANY

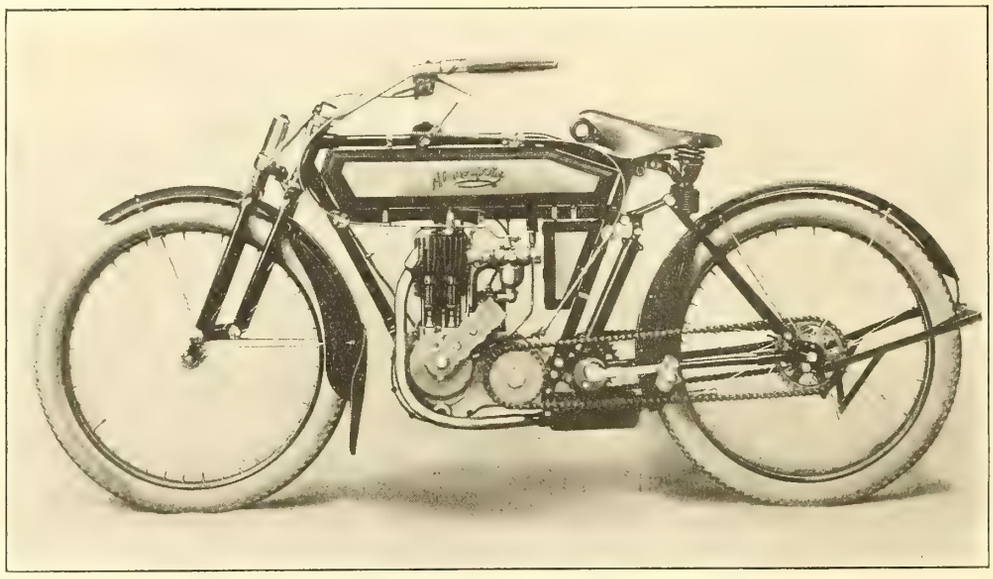
105 Waverley Place Jefferson, Wisconsin

Chicago Branch: Marquette Bldg.

The Fastest Growing

WITH the strident growth of the motorcycle industry, the capacity of the Minneapolis Motorcycle factory has been largely increased, to meet the growing demands for this highly efficient and extremely popular motorcycle.

MODEL "N" CHAIN DRIVE
5 H.P. Unit Power Plant, Two Speed Transmission, Multiple Disc Clutch, Free Engine,
$285
With Spring Frame,
$300



MODEL "R" BELT DRIVE
5 H.P Unit Power Plant, Two Speed Transmission, Free Engine, Belt Idler,
$285
With Spring Frame,
$300

AN AUTOMOBILE ON TWO WHEELS

The Motorcycle Without a Jolt or Jar!

THE SPRING FRAME INSURES YOUR COMFORT

Model R, Two-Speed, Belt Drive, $285
Model P, Belt Drive $240

Our Exhibit at the Chicago Show Will Be of Interest to Every Dealer and Rider. Meet Us in Space No. 79.

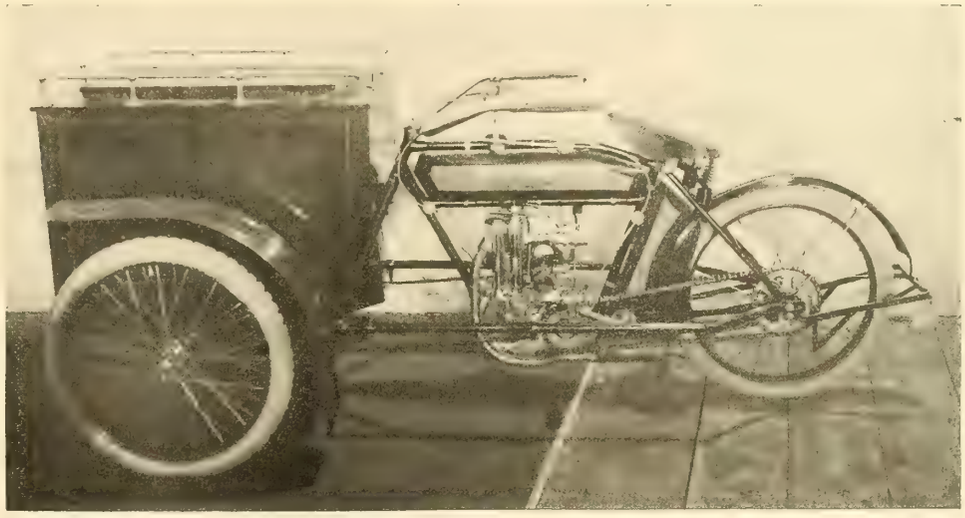
THE MINNEAPOLIS MOTORCYCL

517 South Seventh Stree

Factory in the Northwest

SINCE the advent of the first motorcycle we have been experimenting and studying to solve every problem pertaining to the construction and operation of a motorcycle. We solved them all—the answer, as a whole, is—The Minneapolis Big 5.

Capacity 300 lbs. Chain Drive, 5 H. P. Unit Power Plant, Two Speed Transmission. Disc Clutch, Free Engine.



TRICAR DELIVERY VAN

Size of box, 24" wide, 24" high, 36" long; Hinged Weather Proof Cover, Front Doors, Locks on Each.

QUICK, RELIABLE, ECONOMICAL.

Price $375

We are closing choice territory for 1912. Write us at once. Get our 1912 Catalog.

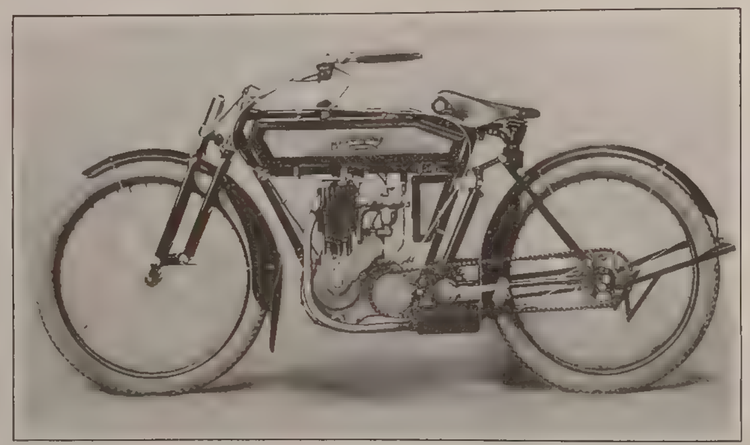
OMPANY, Inc., Manufacturers
INNEAPOLIS, MINN.

The Fastest Growing Factory in the Northwest

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5 H.P. Unit Power Plant, Two Speed Transmission, Multiple Disc Clutch, Free Engine,
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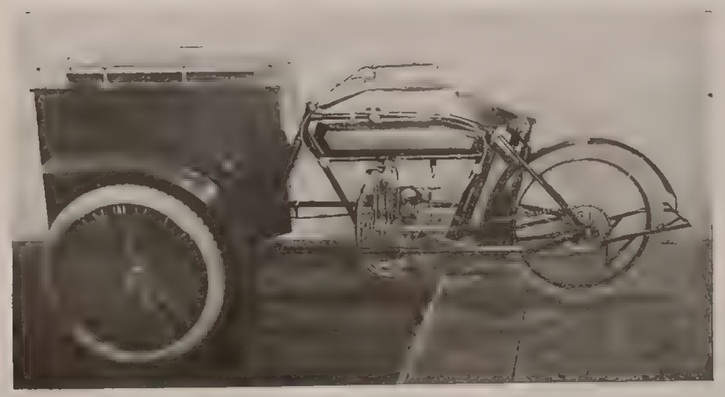
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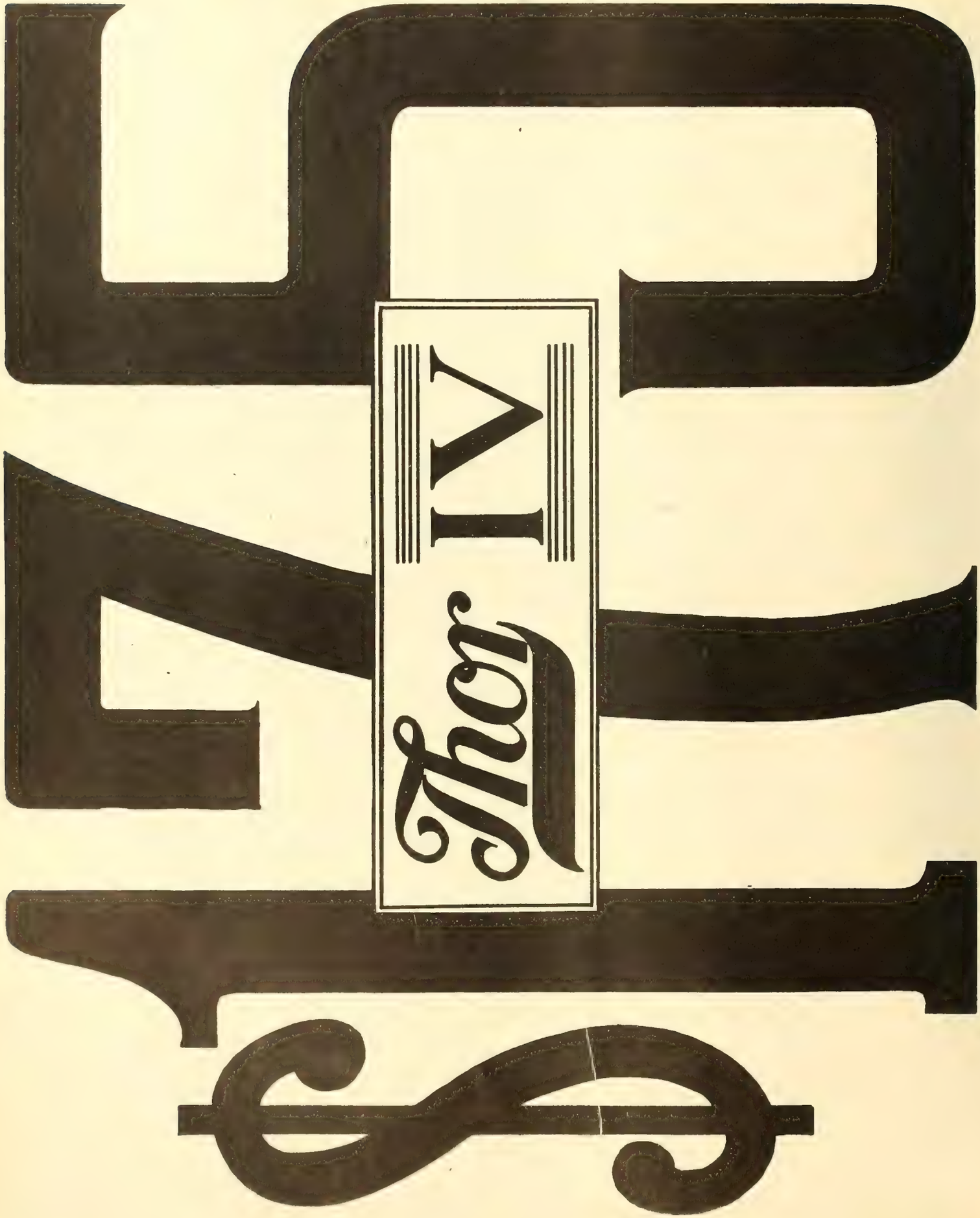
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THE MINNEAPOLIS MOTORCYCLE COMPANY, Inc., Manufacturers

517 South Seventh Street, MINNEAPOLIS, MINN.

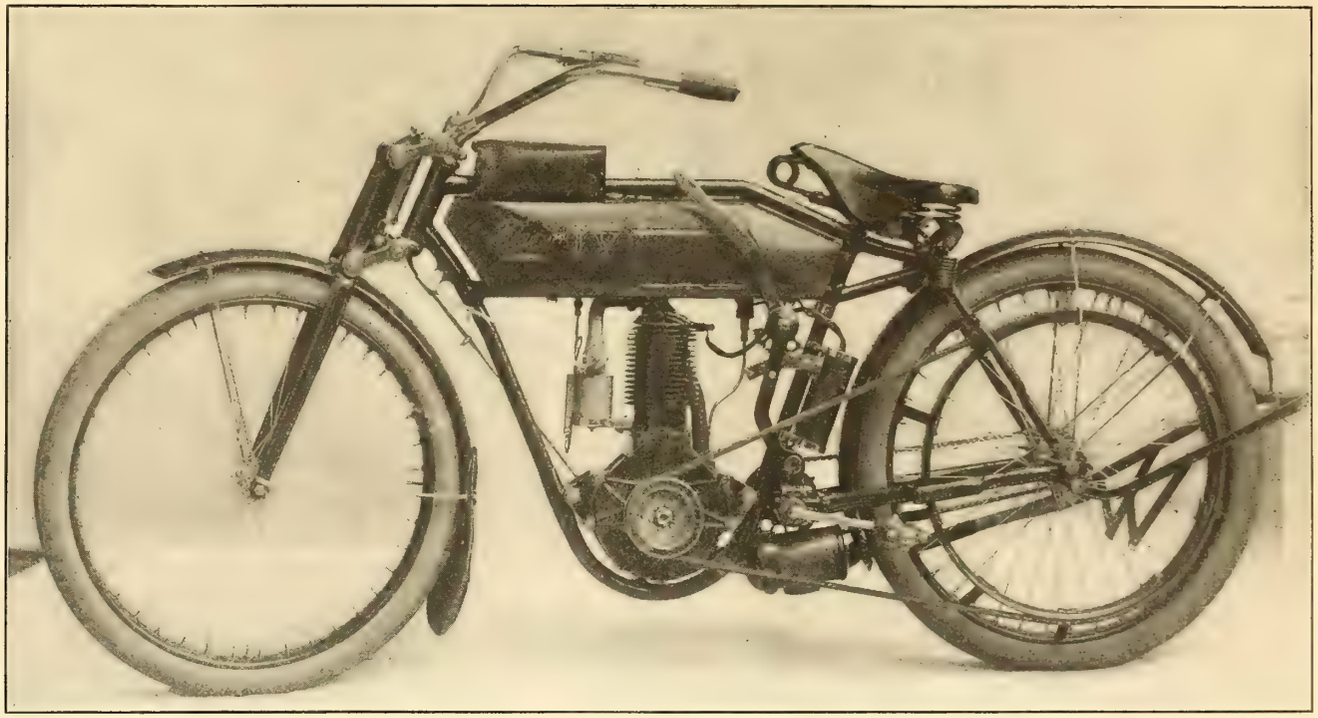

Thor IV

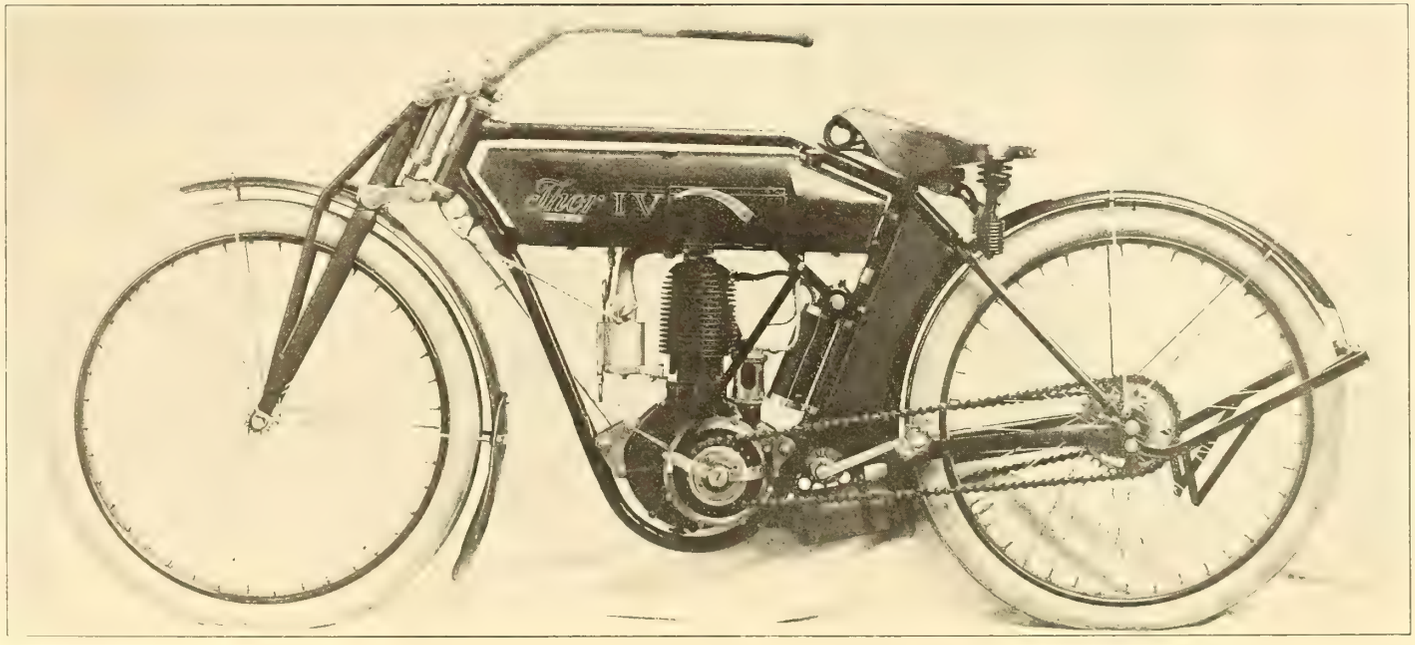
Thor

MODEL C. T.

Embodying a new feature that will be greatly appreciated by every rider in the land —Free Engine and Belt Tightener—both operated by one lever.

Enameled Blue





Thor

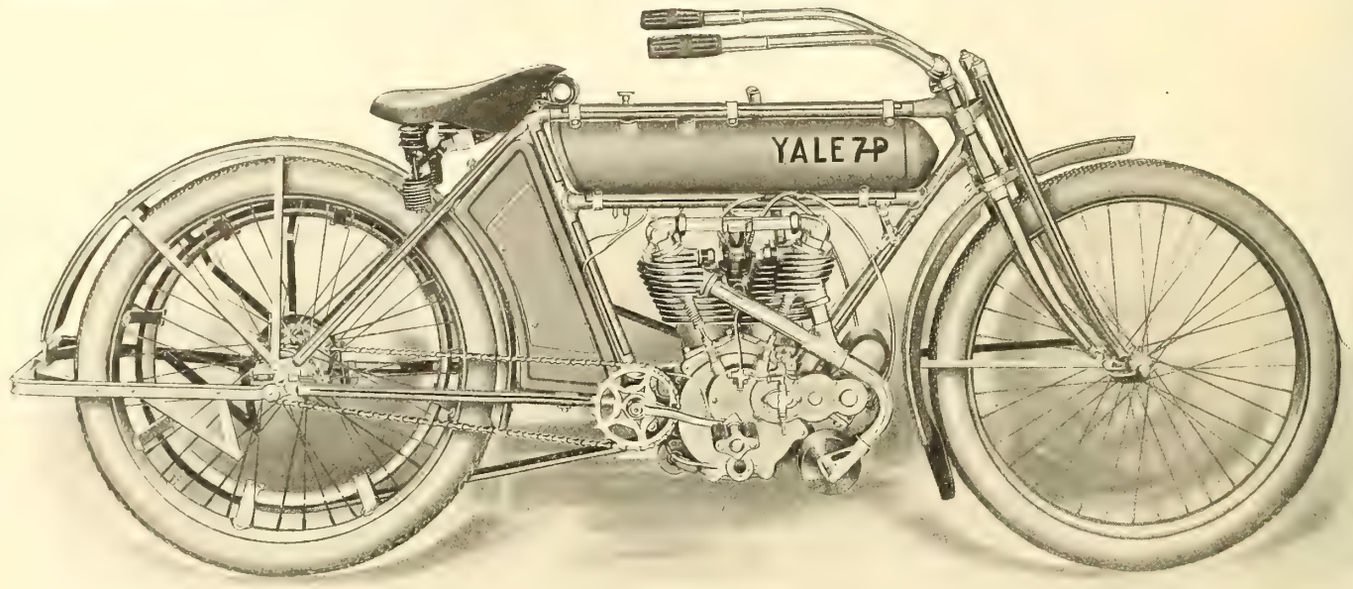
MODEL C. R.

With ball bearing free engine clutch. Enameled white or blue.

SEE THEM
AT THE SHOW

Aurora Automatic Machinery Company
CHICAGO, ILLINOIS

RIDE A YALE—THEY NEVER FAIL



Yale Quality and

QUALITY of materials and method of manufacture gauge the selling price of any article.

A CHEAPLY made article sells at a low price.

A HIGH CLASS article made of first quality materials by improved manufacturing methods sells at a correspondingly high price.

THERE ARE several grades of almost any article manufactured. Each sells at the price set by quality or value to the consumer.

TODAY THIS is true of the motorcycle. The YALE is, by the materials and methods employed in its production, a high class motorcycle and sells at a price based on cost to produce and ability to give satisfactory service.

EVERY PIECE and part is treated in the most scientific way. Every detail looked after in the most careful manner, from selecting the steel best suited for drop forging motorcycle parts to copper plating the spokes before they are nickeled.

THERE ARE more forgings used in YALE construction than in any other motorcycle built.

EVERY ROD, rod end, bolt and nut is copper plated before being nickeled.

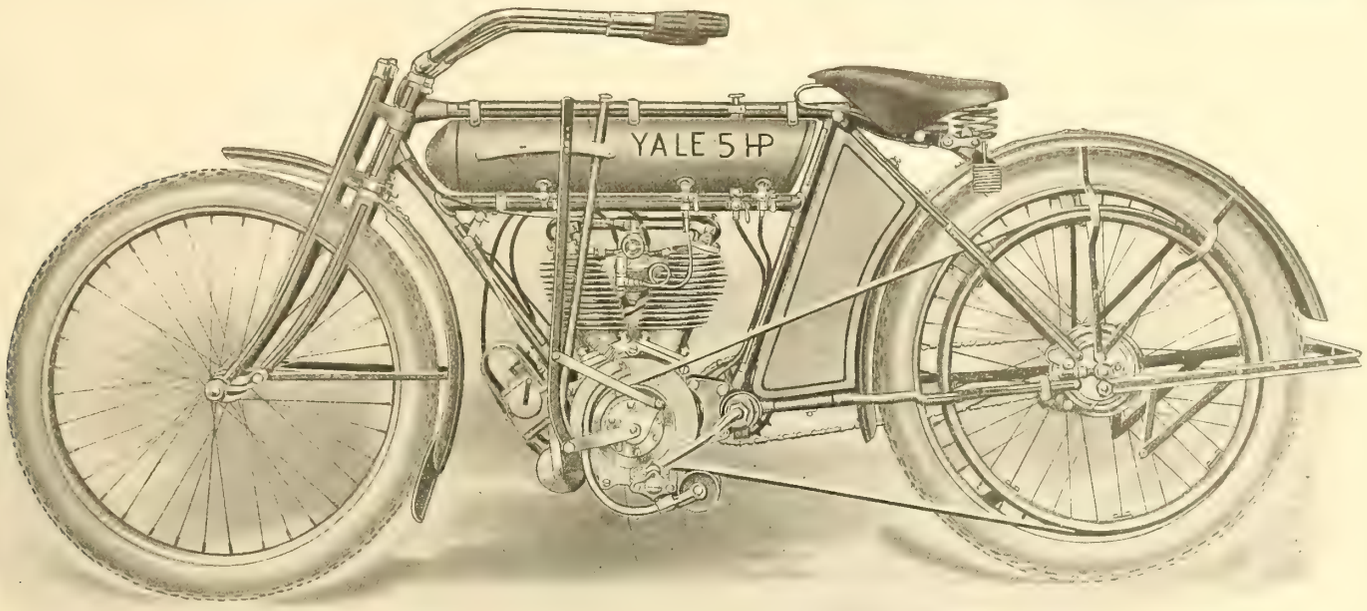
THE FINISH is another proof of the care taken in building these famous machines. First, a coat of anti-rust is baked on, then hand rubbed with pumice. A coat of gray enamel is then sprayed on, of absolute uniform thickness. A thorough baking follows, after which a hand pumice rubbing.

THREE COATS of enamel are applied in this manner, after which the blue stripe is put on. Then a dip in high luster varnish and another baking completes the job.

THIS IS only a sample of the care exercised in the YALE factory and is a GUARANTEE to the rider that he is getting the BEST.

WE ARE strong advocates of direct side by side comparison. Compare the YALE handle bars, fork, frame, grip control, tires, spokes, finish, etc., with those of any other machine and the vast superiority of the YALE is immediately apparent.

RIDE A YALE—THEY NEVER FAIL



Construction

RUN THE YALE alongside of any motorcycle listed at or about the same price. Look the two over. See how much bigger, better, and stronger the YALE is. See how much heavier the construction is. See if it does not seem more practical to invest in a YALE than in some cheap machine. The additional price guarantees you additional strength and security.

ASK ANY YALE agent what Consolidated protection in allotted territory means.

HE WILL tell you ABSOLUTE PROTECTION and prompt receipt of all inquiries from that territory.

ASK ANY YALE agent what Consolidated service means. He will tell you "Shipment of machines on the day his order reaches the factory."

LOW PRICE is not everything and you, Mr. Dealer, will find this true before the season is over.

THERE ARE many Packard and Pierce cars sold each year in spite of the fact that you can buy a fair car for $500.00.

YOU WILL find in every town a certain number of people who demand the best, who buy only the best, and are perfectly willing to pay for quality of material and workmanship.

YOU CAN sell these PARTICULAR people in your town a YALE. Better write today for full information. Agents wanted in unoccupied territory.

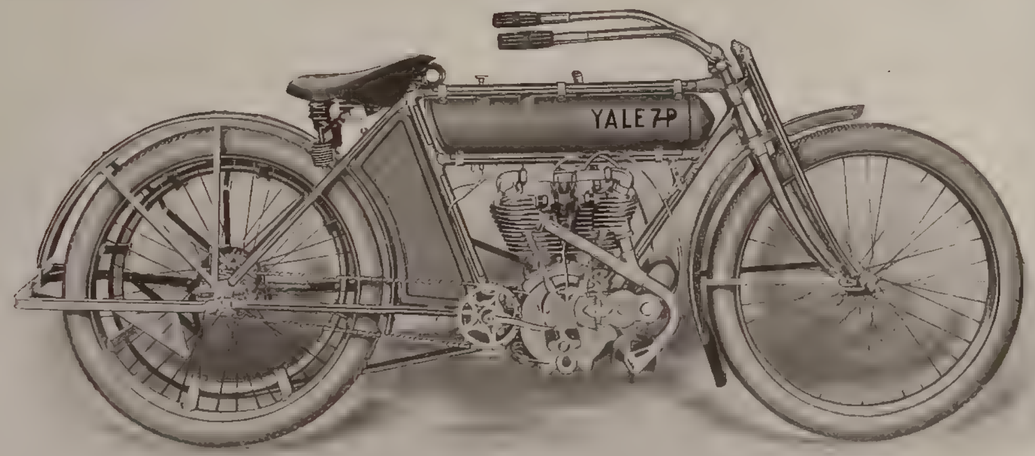
Exhibiting at Madison Square Garden Automobile Show, January 6th to 13th, Space No. 704.

THE CONSOLIDATED MANUFACTURING CO.

1730 Fernwood Ave., TOLEDO, OHIO

F. C. CORNISH, Eastern Representative, 219 Clinton Ave, Newark, N. J.
Consolidated Pacific Coast Branch, Los Angeles, California Distributor.

RIDE A YALE—THEY NEVER FAIL



Yale Quality and Construction

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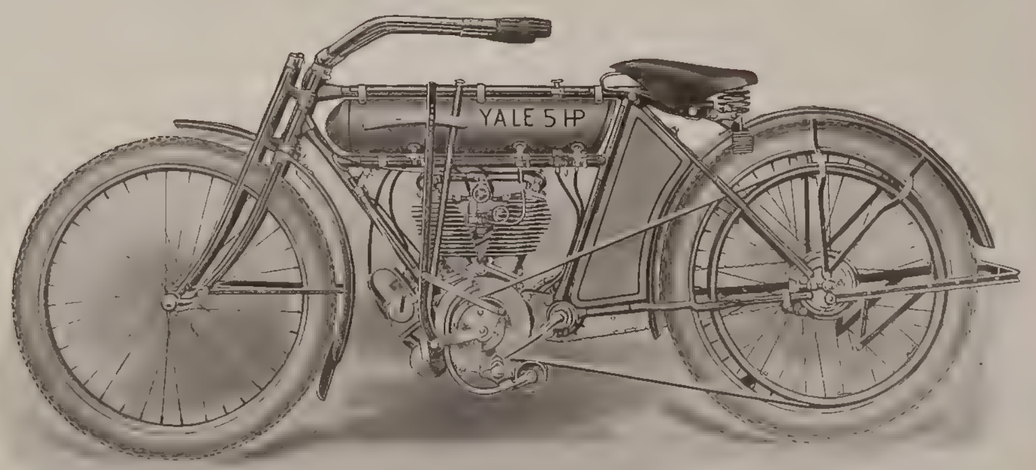
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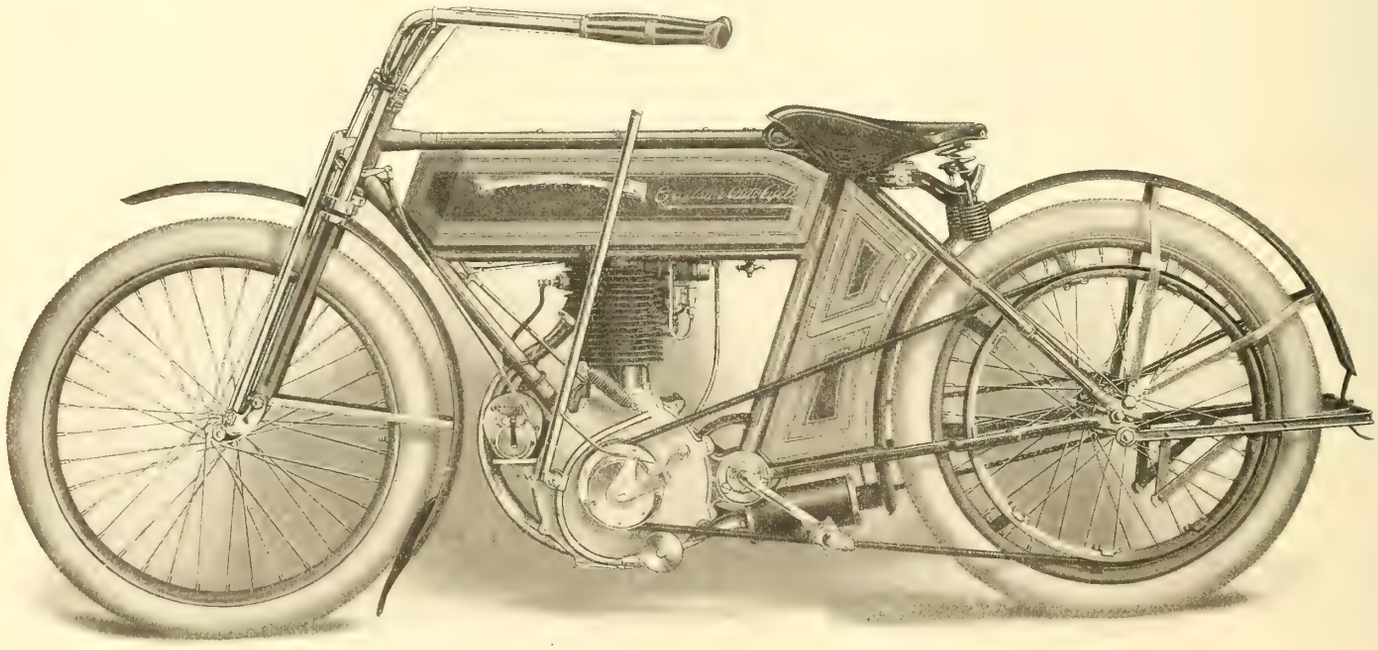
F. C. CORNISH, Eastern Representative, 218 Clinton Ave, Newark, N. J.
Consolidated Pacific Coast Branch, Los Angeles, California Distributor.

EXCELSIOR AUTO-CYCLE

Models BB and BM

THE BIG SNAP OF THE YEAR

A High Class Motorcycle of Proven Quality at Competition Price.



Model BB, Battery Ignition,
Model BM, Magneto Ignition,
$185

$175

To meet the demand for a single cylinder machine at low price we shall build a limited number of this model which is fully up to the Excelsior standard of excellence throughout. Equipped with Eclipse Free Motor Clutch and Herz Magneto. They will go like hot cakes in January.

GET BUSY NOW

EXCELSIOR MOTOR MFG. AND SUPPLY CO.

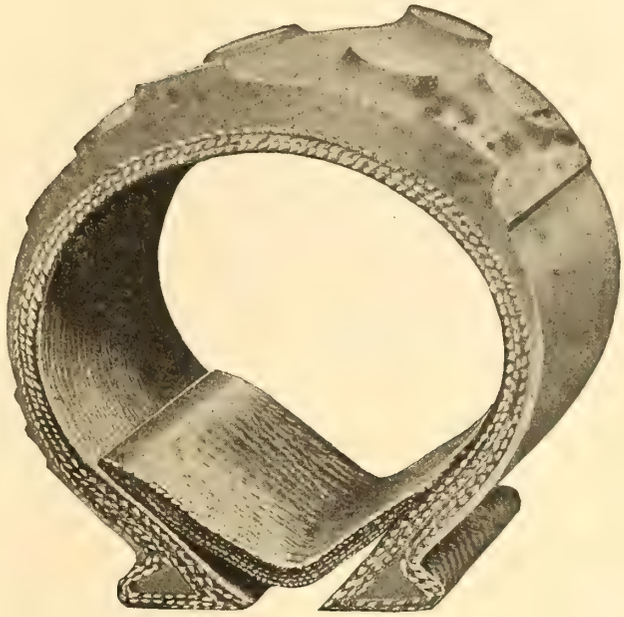
22nd and Union Streets CHICAGO, ILL.



CONTINENTAL-ERIE Motorcycle Tires



They Guard Against



Tire Troubles

They go one better than simply guarding against, but are a permanent preventive of such tire difficulties as are familiarly known to every rider. Competitors wonder how we make them so everlasting -- the answer is — we make one style only but in that one style goes expert knowledge of rubber from its crude state to finishing the product. That isn't all, either. Send for our 1912 circular matter and learn the rest.

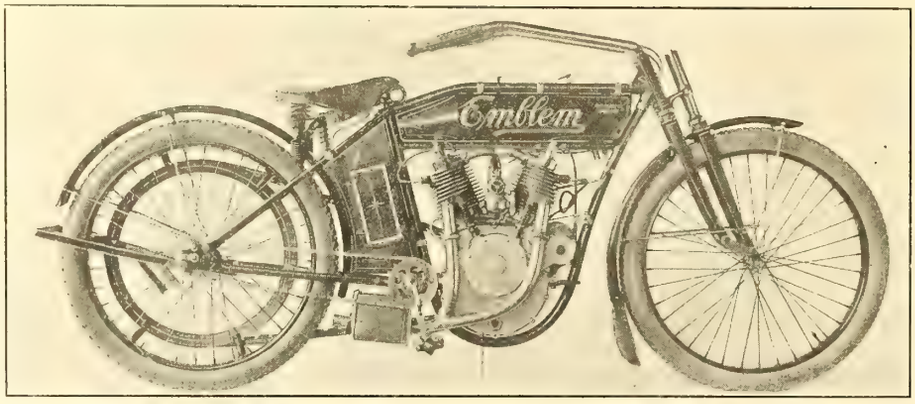
Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS, Erie, Pa.

New York Branch—35 Murray Street **Chicago Branch—131 N. Canal Street**

To Ride an Emblem is to Forget That Other Motorcycles Exist

LOOK THIS ONE OVER AND STUDY ITS POINTS OF SUPERIORITY



EMBLEM 7 Horsepower Twin Cylinder. Price $250
Free Engine Clutch. Magneto Ignition. Stroke 3 1-2 In. 1 1-4 In. V-Belt Transmission.

QUALITY

is our slogan—we impart it to our product.

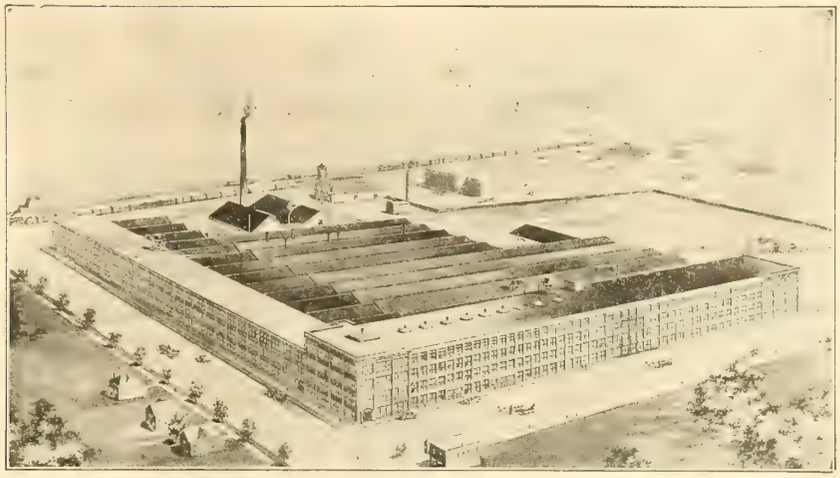
Quality in the materials that go into the making of Emblem Motorcycles; Quality in the workmanship—insuring safety, strength and durability; Quality in every part to give highest operating efficiency. Investigation will prove conclusively that the Emblem is the motorcycle you want—and have been wanting.

EMBLEM MANUFACTURING COMPANY

Member M. M. A.

Angola, Erie County, New York

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.



ONE BIG THING
IN THE MOTORCYCLE INDUSTRY

WE SHALL EXHIBIT
A COMPLETE AND
ELABORATE LINE
OF BICYCLE AND
MOTORCYCLE
TUBULAR PARTS
AT

MADISON SQUARE GARDEN
NEW YORK, JAN. 6 TO 20, 1912

THE COLISEUM, CHICAGO,
JAN. 27 TO FEB. 10, 1912

The STANDARD
WELDING
COMPANY
CLEVELAND

The Leading Motorcycle Tires

Thicker Treads—Tougher Fabrics
Construction Unusual—Unequalled

Motorcyclists everywhere are enthusiastic over Goodyear Motorcycle Tires.

These tires save time—save trouble—save scads of money hitherto spent either for repairs or for new tires. They outlast all other makes. They render **Goodyear Service.**

Thicker Treads

The puncture is one of the chiefest causes of motorcycle tire trouble. So to lessen the **danger** of puncture, we build our motorcycle tires with extra thick treads. These treads are thicker than found on most any other motorcycle tire. So Goodyears not only come nearer to being puncture-proof but they give most mileage.

Materials—Fabrics

The rubber used in Goodyear Tires is New, Live and Properly compounded. Like all the materials used, this rubber is the very best and highest grade that money can buy.

We also use a **fabric** different from that commonly used. Our fabric possesses unusual tensile strength. Instead of weaving it **closely,** we weave it loosely, in such a manner, that every thread may be thoroughly embedded in rubber. Thus, the threads separated, can not rub together, cause internal friction and develop weak spots in the tire.



BULLETIN

San Francisco, Dec. 22.—Goodyears win all events at Oakland Motordrome. 5-mile Amateur, Walker. 6-mile Pro., Wolters. 10-mile Pro., Wolters.

Los Angeles, Dec. 24.—Goodyear Stock and Blue Streak Tires win first, second and third in every race on program.

Goodyear Motorcycle Tires hold all world's Amateur and Professional Speed Records.

Our Great Endurance Test

Every Motorcycle tire made—including our own—undergoes this test—the severest that we can devise to try out a tire's endurance—the same test given our No-Rim-Cut Tires.

In this test we place our tire on a heavy weighted endurance machine. We wear it down by countless revolutions on on a surface rougher, harder on the tire than the average road.

Then every other tire gets the same test.

Our tire must outlast—outwear all other makes. Failing in this, it is abandoned and we perfect one that **does.**

13 Years Experience

During these years we have studied the tire problem from every angle. We have spent vast sums of money in sifting down principles, materials, methods, theories. Our aim was the ideal—the tire of perfect service. We focused on the problem the brains and skill of the world's greatest tire experts.

One outcome was Goodyear No-Rim-Cut Auto Tire—a tire which leaped into astonishing popularity with a record of sales that in one year's time—1911—exceeded all others.

Another outcome was for the Goodyear Motorcycle Tire—offered you today at the price you'd expect to pay for any standard tire.

Let us tell you more about these tires. They hold more world's records than all other tires combined.

Write for our Tire book.

GOODYEAR TIRE & RUBBER COMPANY, Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

(483) We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

THE
BICYCLING WORLD and MOTORCYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, January 13, 1912. No. 17

MANUFACTURERS HOLD MEETING

Four Firms Admitted Raises Membership to 21—Representative Gathering Discusses Trade's Bright Prospects.

Twenty-one manufacturers, all makers of motorcycles, now constitute the membership of the Motorcycle Manufacturers' Association. Four new members, the Minneapolis Motorcycle Company, of Minneapolis, Minn.; the Black Hawk Motor Company, of Rock Island, Ill., the Henderson Motorcycle Company, of Detroit, Mich., and the Schickel Motor Company, of Stamford, Conn., were admitted at the winter meeting of the association, held at the Hotel Astor, New York City, Thursday, January 11.

There was a representative attendance at the meeting, President A. B. Coffman (Consolidated Mfg. Co.) of Toledo, O., in the chair. Others present included George M. Hendee and F. J. Weschler (Hendee Mfg. Co.) Springfield, Mass.; J. A. Handin (Aurora Automatic Machinery Company) Chicago; W. G. Schack (Emblem Mfg. Co.) Angola, N. Y.; Arthur Davidson (Harley-Davidson Motor Company) Milwaukee, Wis.; J. F. Cox (Pope Mfg. Co.) Hartford, Conn.; W. F. Remppis (Reading Standard Company, Inc.) Reading, Pa.; W. A. Johnson (Pierce Cycle Company) Buffalo, N. Y.; H. N. Kirk (Excelsior Motor Mfg. and Supply Company) Chicago; Jesse Campbell (New Era Auto-Cycle Company) Dayton, O.; C. B. Knudsen (Minneapolis Motorcycle Mfg. Co.) Minneapolis, Minn.; W. T. Marsh (American Motor Company) Brockton, Mass.

In addition to the election of new members mentioned above, routine business matters were disposed of, and the prospects of the coming season's trade as indicated by popular interest in the present display of motorcycles at the Garden was discussed. The general sentiment was that 1912 was to be the banner season so far in the industry. President Coffman, acting as spokesman for the association in discussing the trade situation, said:

"Motorcycles, like automobiles, are steadily and gradually approaching the goal of mechanical perfection. Every year brings changes, it is true, but fundamentals have become pretty well established and, based on these is a careful and elaborate process of refinement and improvement in detail which has made the 1912 models worthy of the serious consideration they are now being given by the public.

"The Motorcycle Manufacturers' Association is pleased with the business done last year, and its members see even brighter prospects for 1912. The coming year will be satisfactory not only to manufacturers, but to riders as well.

"The rider is, of course, the backbone of the motorcycle industry. He must be pleased and satisfied. His desires are first in the manufacturers' mind, and in the models now being exhibited in conjunction with the automobile show, in Madison Square Garden, there is evidence that the rider will be satisfied in 1912. Mechanical skill and ingenuity have done their utmost to incorporate in these new models a maximum of reliability, efficiency and comfort as well as a minimum cost of up-keep.

"Our association is active in furthering the interests of retail dealers in motorcycles; it furthers the interests of motorcycling by co-operating in motorcycle tours and other events, and through its show committee it arranged for space and cares for other business details that are part of such an exhibition as that now in Madison Square Garden. Its members, through their regular meetings have the advantage of the exchange of ideas and suggestions; and moreover these meetings bring about friendly associations and personal contact that is helpful in the industry.

DETROIT FOR SUMMER CONVENTION

Cycle Parts and Accessories Association Sets Dates for August 6-9—Officers Elected—Fine Luncheon Given.

There was a very large gathering of the trade at the annual meeting of the Cycle Parts and Accessories Association at the Hotel Astor, New York City, which convened at 10 o'clock in the morning, January 11. In the absence of President Ralph D. Webster, of the Eclipse Machine Company, William H. Crosby, of the Crosby Company, occupied the chair, until the election of the new president.

Officers for the ensuing year were chosen in the choice of L. M. Wainwright, of the Diamond Chain Company, of Indianapolis, for president, and David S. Smith, of the Standard Company, Torrington, Conn., for vice-president, to succeed R. D. Webster and D. S. Troxel, respectively. The other officers chosen are re-elections, Louis Schwab, of Stevens & Co., New York, as secretary, and W. J. Surre, of the Continental Rubber Works, Erie, Pa., as treasurer.

Detroit was chosen as the place for the annual summer convention of the association, and August 6-9, was chosen for dates. The meeting made an appropriation for the entertainment of guests, and a committee of arrangements, consisting of W. J. Surre, chairman, David S. Smith and L. M. Wainwright, were chosen to perfect the plans for the gathering. It was decided to invite all members of the trade individually to the convention, instead of extending the invitations collectively to organizations as formerly.

The feature of the day, succeeding the meeting, was the luncheon tendered by the association to the Motorcycle Manufacturers Association and the National Assoc-

iation of Cycle Jobbers. The guests and their hosts filled the spacious dining room on the eighth floor of the hotel, and the occasion was one of much enjoyment to all who participated. W. H. Crosby, who was the association's first president, occupied the chair of toastmaster, and after the menu had been exhausted introduced the new president, L. M. Wainwright, who fittingly welcomed the association's guests.

John N. Willys, of the Willys-Overland Company, who was an original member of the jobbers' association followed with a short speech full of interesting reminiscences. He was in turn followed by George M. Hendee, P. R. Robinson, and Fred I. Willis, each of whom set the tables in a roar with their witty sallies.

Bradley After Merkel Pottstown Plant.

The Bradley Motor Company, 268 Diamond street, Philadelphia, which has been making motorcycles for a number of years, is contemplating an extension of its factory facilities. Representatives of the company have been looking over the former Merkel plant, at Pottstown, Pa.

Tire Makers Will Standardize Rims.

At a meeting of the Clincher Tire Manufacturers' Association, January 5, 1912, standard rim sizes were adopted for motorcycles. The Goodyear Tire and Rubber Co. immediately staged at the New York Show, the first 2¾ and 3 inch tires to suit.

CYCLE JOBBERS FORMALLY DISSOLVE

Inability to Agree on Matter of Incorporation Given as Reason For Dissolution —May Reorganize on Social Lines.

The National Association of Cycle Jobbers has officially gone out of existence. At the annual meeting of the association, held at the Hotel Astor, New York City, January 11, a plan for the incorporation was discussed by the meeting, and referred to the board of directors, which went into executive session. The directors reported that inasmuch as the association could not agree upon a plan for incorporation, a resolution to formally dissolve would be considered. The resolution to dissolve the association was then formally introduced and carried.

There is a possibility that the cycle jobbers will reorganize along social lines at some future date.

Bison City Dealers Plan to Organize.

Buffalo, Jan. 9.—Motorcycle and bicycle dealers are going to bury the hatchet of jealousy, and form an organization to encourage the sale of motorcycles for business and pleasure in that territory. The first spadeful of earth was thrown in the grave of the "knocker's hammer," on Monday, by John W. Henry, president of the Vim Cycle & Supply Company, who presided at a preliminary meeting of the dealers held at his establishment, to discuss the advisability of forming a trade organization. The proposition was received enthusiastically, and the association will take definite form on January 15, when officers will be elected. The meeting brought out the fact that several of the local dealers were total strangers to each other, the most striking instance being in the case of two dealers, who had been in business for 15 years within a mile of each other and never had become acquainted. All local motorcycle and bicycle dealers, and manufacturers, will be eligible to membership in the organization. Henry, who relinquished the shrievality of Erie County on January 1, was the host at the big free-for-all trade dinner of the 1911 F. A. M. national meet.

Additions to the Big Goodyear Tire Plant.

Two more buildings are being added to the already immense Goodyear Tire & Rubber Company plant at Akron, Ohio. One of the buildings will be 300 x 60 feet, five stories high, and the other 120 x 50 feet, six stories high. When the new structures are completed they will permit the company to increase its tire capacity from 2,200 to 3,500 casings per day.

Walter Goerke, Indian agent at Newark, N. J., has been placed on the list of F. A. M. repair shops of the first class. His store is located at 321 Washington street.



LUNCHEON TENDERED MOTORCYCLE MANUFACTURERS AND CYCLE JOBBERS, BY CYCLE PARTS AND ACCESSORIES ASSOCIATION, HOTEL ASTOR, NEW YORK, JANUARY 11, 1912

COASTER BRAKE MEN INDICTED

Eighteen Individuals and Six Corporations Accused of Conspiracy—Defense Claims Exercise of Patent Law Rights.

Indictments were handed down by the Federal Grand Jury at Buffalo, N. Y., on Monday, January 8, charging that a trust bearing no name has secured control of 90 per cent. of the business of manufacturing and selling coaster brakes for bicycles and motorcycles and a large percentage of other bicycle accessories and has violated the Sherman anti-trust law.

There are eight counts in the indictments, in which 18 individuals and six corporations are accused of conspiracy to restrain their own trade and that of competitors and jobbers, and trying to monopolize the business. The individuals indicted are:

Edwin E. Jackson, Jr., Frederick R. Huntington and James P. Drouillard, New York; Albert F. Rockwell, Gales P. Moore, DeWitt Page, and Charles T. Treadway, Bristol, Conn.; William A. Graham, Brooklyn; Charles Glover, Clarence A. Earl, New Britain, Conn.; David L. Whittier, Ralph D. Webster, Leonard S. Whittier, and Edward J. Dunn, Elmira, N. Y.; Simon Florsheim, John D. Hurley, Chicago; K. R. Jacoby, E. M. Jackson, Middletown, O.

The houses represented by the above, and which are also indicted, are the New Departure Mfg. Co., Bristol, Conn.; Corbin Screw Corporation, New Britain, Conn.; Aurora Automatic Machinery Company, Aurora, Ill.; Eclipse Machine Company, Elmira, N. Y.; Miami Cycle & Mfg. Co., Middletown, O.; Buffalo Metal Goods Company, Buffalo, N. Y.

It is charged that on July 1, 1907, at the Hotel Lafayette, Buffalo, representatives of the six firms entered into an agreement arbitrarily fixing prices and providing for a system of penalties and blacklists. No corporated name was adopted then or since, although the alleged combination has been known to the trade as "The Association of Coaster Brake Licensees."

Jackson and Huntington, two of the New York men indicted, are charged with acting as "arbitrators" and were custodians of a fund of several thousand dollars deposited by the six firms as guarantees that the alleged agreement would be kept. They settled all questions at issue between jobbers and kept records of the output by each concern. Cutting prices for the goods of any one of the six companies, it is alleged, was penalized by blacklisting on the books of all of them, and since the companies controlled the manufacture of 90 per cent. of the coaster brakes made, a dealer who failed to observe the regulations and prices of the association, it is charged, was practically shut out from that line of the trade.

Bail was fixed at $1,000 each, and all of the indicted parties were notified to appear before the United States District Court at Buffalo, on Friday of this week to plead to the indictments. The defence, it is understood, will be that there was no combination in restraint of trade and that the companies were merely exercising rights guaranteed to them under the patent laws.

"This will be a test case to determine just how far a patentee can go in fixing the price of his product," said a lawyer for the defense. "That is a question which has not yet been passed upon by the Supreme Court and the decisions of the lower courts have been adverse to the stand taken by the Government in this prosecution."

The New Departure Mfg. Co., which is the parent company owning the coaster brake patent, on Thursday, January 11, issued the following statement to the trade:

"You have doubtless been advised through the public press, that the United States Grand Jury at Buffalo, has presented an indictment against this company and its licensees for an alleged combination in restraint of trade. We think it proper to assure you at this time that we have taken no action, or done anything at any time, except such things as we have been advised by able counsel we were authorized to do under the patents granted us by the United States, for the protection of our rights and the rights of our licensees."

DeWitt Page, secretary of the New Departure company, who has been in New York the past week attending the Madison Square Garden show, was asked: "What about this 'restraint of trade' investigation of your coaster brake patents?"

"Restraintomania," remarked Mr. Page. "We welcome this investigation on the part of the Government, and believe our position will be very much strengthened because of same."

Will Construct Motorcycle Frames.

Occupying a three-story building, with a floor space of 40,000 square feet, at 166-168 North Sangamon street, Chicago, the Excelsior Cycle Company, of that city, will soon be established in a new and advantageous location. The company will make a specialty of turning out frames for motorcycles, selling to jobbers, dealers and individuals who desire to build or assemble motorcycles. It is expected to open the factory on January 20. The officials of the company are: Chairman of board of directors, Peter O'Horo; president and general manager, James C. Blaine; vice-president and factory manager, Ernest Unger; secretary-treasurer, A. C. Walker.

The Excelsior Motor Manufacturing and Supply Co., manufacturing and dealing in automobiles, bicycles, motors, engines, etc., was incorporated at Springfield, Ill. Incorporators—Ambrose A. Worsley, Marx Loehwing and Samurel W. Jackson.

HENDEE ON TRADE CONDITIONS

Prospect for Fine Business Unparalleled Says "Indian" Manufacturer—Future of the Side Car a Certainty.

"Never in the history of the motorcycle trade has the outlook for business been as good as at the present moment," said President George M. Hendee, of the Hendee Mfg. Co., on Wednesday of the present week, while in New York attending the motorcycle show at Madison Square Garden. "Here is evidence of the fact," continued Mr. Hendee, as he drew forth a letter received that morning from the factory at Springfield, Mass. The letter showed that orders for 87 Indian motorcycles had been received the day previous at the factory, practically all of them for immediate delivery.

"We are now turning out 80 machines per day at the Indian plant, and are increasing our facilities so that we will soon be enabled to turn out 100 per day," said Mr. Hendee. "The building which we recently acquired in the rear of our present factory will give us the greatly needed room we require for the present, and if we need more factories we can build them, as we have about six acres of ground, all told.

"The future for the side car in this country is one of the most pleasing aspects of the industry. We have great faith in the side car, and believe that it will be readily available for country riding upon the average road. Good construction and plenty of horsepower in the motorcycle will enable the side car to perform its functions, and the jar can be eliminated with properly constructed seats.

"Moreover, the increased use of side cars will open the eyes of the public to their possibilities as commercial carriers. We look for a largely increased call for side cars during the coming season."

New Prest-O-Lite Factory to be Steel.

Owing to urgent need of additional room, the Prest-O-Lite Company decided to abandon the construction of the reinforced concrete building recently started at its Indianapolis plant, part of which, during erection, collapsed, and instead have awarded a contract for a three-story steel factory building on the same site on East South street. It is announced by the architect of both buildings that the change in construction was made solely because the steel building could be finished more quickly and not from any lack of faith in the concrete structure. Considerable delay on deliveries was occasioned by the accident, which it is hoped soon to improve greatly.

The second suit for damages growing out of the collapse of the first building, was filed against the Prest-O-Lite Company and the contractors, for $10,000.



January 13, New York City—Annual ball of the Century Road Club of America at Lyric Hall, Sixth avenue andn 42d street.

January 13-27, Philadelphia — Eleventh annual motorcycle and automobile show in First and Third Regiment armories.

January 20, New York City—Fourteenth annual ball of the Century Road Club Association, Eastern Division, at Alhambra Hall, Seventh avenue and One Hundred and Twenty-sixth street.

January 20, Buffalo, N. Y.—Seventy-fourth Infantry A. A., Armory, bicycle races and athletic games.

January 20, Brooklyn, N. Y.—Forty-seventh Regiment Armory, five mile flat-floor bicycle race and athletic games, under the auspices of the Melrose Athletic Association.

January 20-27, Providence, R. I.—Automobile and motorcycle show in Providence Armory.

January 25, New York City—Madison Square Garden—Three-mile flat-floor bicycle race and athletic games under the auspices of the Irish American Athletic Club.

January 28, Providence, R. I.—Providence Motorcycle Club's annual banquet and high jinks.

February 1, Dayton, Ohio—Annual dinner of the Dayton Motorcycle Club.

February 1, Buffalo, N. Y.—Sixty-fifth Infantry A. A., Arsenal, bicycle races and athletic games.

February 3, New York City—Company "K," 22d Regiment and Morningside Athletic Club, bicycle races and athletic games.

February 3-10, Chicago(Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory, under auspices of National Association of Automobile Manufacturers.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 21-28, Toronto, Ont.—Motorcycle show in Toronto Armory.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

Keen Racing at Georgia's Capital.

Augusta, Ga., Jan. 6.—Rivalry between local favorites furnished close finishes and good sport at the New Year's Day motorcycle races at the fair ground's half-mile track, under the auspices of the Augusta Motorcycle Club, and although the track was inches deep in mud in places around the pole, due to the heavy rain of the day previous, good time, considering the conditions, was made in all of the events.

In the headliner event of the card, the fifty miles open, R. H. Lombard was leading the field by one lap in the forty-third mile when he threw both tires, escaping almost miraculously without a scratch, he riding at the time at a 1:30 clip. The fastest time of the day was made in the match race by Buford on a ported Merkel "four," doing an intermediate lap in 38 seconds. Summary:

Three mile open, stock singles—Won by W. J. Bignon (Excelsior); second, M. B. Buford (Merkel); third, J. L. Brandon (Excelsior). Time, 5:22.

Fifty mile open, stock machines of all classes—Won by Hugh Saxon (7-h.p. Merkel); second, W. J. Bignon (4-h.p. Excelsior); third, W. D. Phillips (6-h.p. Merkel); fourth, J. L. Brandon (4-h.p. Excelsior). Time, 1:16:00.

Two mile match race, M. B. Buford (4-h.p. Merkel) versus Hugh Saxon (7-h.p. stock Merkel)—Won by Buford. Time, 2:50.

Road Race at Phoenix, Arizona.

Under the auspices of the local Y. M. C. A. at Phoenix, Arizona, there was run the first motorcycle road race in that vicinity, to Mesa and return, a total distance of 38 miles, Thursday, Dacember 28. It is anticipated by the promoters that the event will be the forerunner of a number of like nature. It also is being planned to hold endurance contests, hill-climbs and economy tests in the near future. A motorcycle club is in process of formation, and when organized, affiliation with the F. A. M. is contemplated.

A handsome silver loving cup was posted by the Y. M. C. A. as first prize, with the condition that the winner defend it against all challengers. The order of finish and the respective times were as follows: Staton Dorris (Harley-Davidson), 1:00:37; Joe O'Connell (Thor), 1:05:08; Jim Davis (Harley-Davidson), 1:06:20; Walter George (Harley-Davidson), 1:06:49; J. Barber (Harley-Davidson), 1:07:05; M. Valentine (Thor), 1:09:59; H. Steele (Yale), 1:10:45.

Willis and Hamilton Out of Kokomo.

Fred I. Willis and G. H. Hamilton, who some three months ago purchased an interest in the Kokomo Rubber Company, of Kokomo, Ind., the former becoming the vice-president and the latter the sales manager of the Kokomo plant, have sold their holdings to the Spraker interests, which organized and control the Kokomo works. The Kokomo Rubber Company will continue to manufacture high grade tires for the jobbing trade in keeping with its long established policy.

Mr. Willis has returned to Indianapolis and will continue his relations with the Hersey-Willis Company of that city, and Mr. Hamilton has joined the forces of the Federal Rubber Mfg. Co., at Milwaukee, Wis., as assistant sales manager. Both Willis and Hamilton are well-known to motorcyclists, the former being a past president of the Federation of American Motorcyclists, and the latter is the present incumbent of that important position.

Bush Goes With Kelly-Racine Rubber.

James I. Bush, formerly manager of the B. F. Goodrich Company's motorcycle tire department, at Akron, O., has severed his connection with that house and is now located at Racine, Wis. He will have entire charge of the motorcycle tire department of the Kelly-Racine Rubber Company. Mr. Bush has been closely identified with the motorcycle trade for a number of years, and is a very active rider personally. He will also be remembered as the one-time captain of the Wisconsin University football team, where he made an enviable record as an athlete.

Gibneys Form New Company for Supplies.

Under the name of the Gibney Motor Supply Company, the long established house of James L. Gibney & Bro., of Philadelphia, have decided to handle their rapidly growing general supply business in the future. The supply company will take over the selling end of the motorcycle, bicycle and automobile supplies, but the manufacturing business, which consists of the solid tire and electric vulcanizer interests, will be continued by James L. Gibney & Bro.

Dayton Motorcycle Club Plans Dinner.

February 1 was decided upon as the date for the annual dinner of the Dayton, Ohio, Motorcycle Club at its last meeting, held January 3, at the Algonquin Hotel in that city. Plans were put in operation to make it quite the largest affair of the sort, as it is expected that at least 200 will attend.

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NEW YORK, JANUARY 13, 1912.

A Technical Glimpse at the Show.

To the man with a mechanical eye, who likes to look at the bone and fiber of the motorcycle rather than the skin, however handsome the latter may be, the 1912 models of the leading manufacturers, shown in Madison Square Garden this week, offer a rare treat. Never in the history of the industry have the designers offered so much that is new, novel and attractive to the rider, as in the models for the coming season.

Touching first on the motor, which is the heart of the motorcycle, it plainly is apparent that despite the increasing popularity of the twin, a trend which is being assiduously nurtured by some manufacturers, the single, or rather the "big single," is king. Of the 65 machines on exhibition, 45 are singles, 18 twins, and 2 have four cylinders. But one make of single is under 4-horsepower, the others ranging from 4 to 5. The twins are rated from 5 to 7-horsepower, but several of them will develop considerably more. Both of the "fours" also are given 7-horsepower rating, which undoubtedly is conservative.

Although the mechanical inlet valve is gaining slowly, the automatic advocates are dying hard. Of the 16 makes exhibited, 7 each use mechanical and automatic exclusively, while 2 straddle the question by using both types on different models. The overhead rocker type of inlet valve is most popular. Despite the many advantages which it offers, the two-speed is having a hard fight for recognition. Only five makers offer it.

Oil windows in the motor base are numerous, but at least six makers yet have to be convinced of their worth. One of the finer details is the growing tendency to use decalcomania name transfers on the head instead of the conventional metal plate. A few leave the nameplate space blank. In strong contrast to the early days of the industry, not a single maker now buys an assembled motor, but builds his own, although many of the parts are made outside.

Since the last show two multiple jet carbureters have been born, and it is quite likely that their numbers will increase, especially on twins, which are hard to make flexible. As naturally might be expected, the magneto steadily is crowding the battery out. Half of the makers use the magneto exclusively, and the others fit it to their leading models, offering the battery on the cheaper machines. Enclosed spur gear drive is practically universal, not a single maker showing a chain driven magneto. One maker, who, by the way, is blazing the way with the two-cycle motor, uses no gears whatever, the drive being through a banjo disc from the armature to the crankpin, the magnets being rotated for spark timing. Mounting the magneto in front of the motor is most general, while a few makers place it in the rear, and still a few others use both positions.

In cylinder design there is a very pronounced leaning toward the one-piece construction, only three makers casting the head separate. Ball and roller bearings are making slow headway, the plain bronze type being intrenched strongly owing to its satisfactory service. Although the number of models show averages from four to eight, standardization tendencies are apparent in the confining of motor sizes to not more than three, and in most cases two. Weights run from 160 to 250 pounds approximately.

There has been a big flop to the clutch, all but two makers offering it, although some list it extra and others include it as standard equipment. The multiple disc type is far in the lead, but this year the cone pattern has appeared on the horizon. While wheelbases run from 51 to 65 inches, the average hovers around 54 and 56. All but two makers use 28 inch wheels exclusively, and the standard tire diameter is 2½ inches, but the 2¾ and even 3 inch size is gaining ground.

Quick detachable front axles, otherwise known as the knock-out type, are fitted to every machine, but just why this desirable feature is not incorporated in the rear hub also, where it is even more requisite, is difficult to fathom. But one maker offers a quick detachable rear axle. Ball bearing hubs are the style, but two makers also use roller bearings. Coaster and band brakes are about equally divided, and a few examples of double brake equipment are to be found. All but four makers fit muffler cut-outs, because the demand is such as to require recognition.

This show is notable for the sudden return of the chain drive to favor, all of the big makers now using it, after some had steadfastly held aloof for years. The standard size used is a 5/16 roller, and the most popular application is a double drive through a countershaft, but where the motor is undergeared the direct chain is used, and also in two cases without undergears.

In the realm of the belt, the flat type predominates, and to take care of high powered motors, the belt widths have been increased, in some cases spreading more than two inches across. Spring seat posts, of the hinged link type, with springs in the seat mast, have bobbed up strong, three makers showing this style for the first time. Another uses an auxiliary spring tube, and two firms exploit the spring frame. Although only one foot-starter was shown, it attracted a generous share of attention, and by the very reason of its inherent advantages it will compel greater recognition from makers within the next twelvemonth.

With better machines all around, and prices lower than ever before, the buyer of 1912 will receive greater value for his money and better service from his machine than the manufacturer ever before has offered. Also there will be more machines built this year than in any previous one, and from present indications it promises to be the rosiest season the industry ever has enjoyed.

ESTABROOK'S NEW YEAR'S BULLETIN

Predicts Great Doings For the Next Twelvemonth—Galveston M. C. First New Year Comer—Repair Shops.

Under date of January 6, from his headquarters at Bangor, Me., Chairman Estabrook, of the F. A. M. Membership Committee, states that the new year starts in auspiciously, with promise of great results during the next twelve months. A very large number of clubs are in the embryo stage, and presently will appear on the horizon, bearing tidings of great cheer and unusual activity in the sport, while most of the banners will bear the legend "100 per cent. F. A. M."

The Galveston Motorcycle Club was up a little before daylight on January 1, and succeeded in capturing the first batch of 25 members and sending them over the home plate before the Rushville boys reached the diamond. The list of latest affiliations include three 100 per cent. club as follows: No. 211, Galveston Motorcycle Club, E. H. Frank, secretary, 3616 J avenue, Galveston, Tex.; No. 212, Rushville Motorcycle Club, W. C. Feudner, secretary, 105 East Third street, Rushville, Ind.; No. 213, Bowling Green Motorcycle Club, R. J. Walker, secretary, 105 Court street, Bowling Green, O.

The latest Chicago Club to consider affiliation is the Humboldt Motorcycle Club, recently organized with 41 members. John Peska, 4535 West North avenue, is the secretary.

Signs of progressiveness at Enid, Oklahoma, are already noticed, and Ivan King, 106 East Randolph street, is organizing an 100 per cent. club for F. A. M. affiliation.

Harold Meline, of Hollowville, N. Y., writes of his intent to spend the spring and summer moths en tour. When road conditions permit he will make a trip to Georgia, thence with a companion, will follow the southern route across the continent to California. On the return trip he will strike north from Fort Worth, Tex.

Registered repair shops now number 452, 15 new registrations having been received since last report. The new ones are: John Steele, 185 Paterson street, Paterson, N. J.; J. B. Quinn, 201 Ridge street, Fall River, Mass.; Whipple & Forman, 51 Genessee street, Auburn, N. Y.; C. J. Mitchell, Temple, Texas; W. A. Myers, Lycoming Opera House, Williamsport, Pa.; P. N. Thompson, 625 Dodge street, Lake Genevt, Wis.; Sonnebern's Sons, 813 Main stret, LaPorte, Ind.; Apex Bicycle Company, 12 Twelfth street, Portland, Ore.; F. Strowbridge, 324 West Dominick street, Rome, N. Y.; G. A. Allen, 14 Church street, Livermore Falls, Me.; Baltimore Gun & Bicycle Works, 336 West Second street, Albany, Ore.; Turlock Cyclery, Hotel Carolyn building, Turleck, Calif.; Wolverine Auto-Cycle Company, 59 South Jefferson avenue, Battle Creek, Mich.; C. A. Sherman, Middleboro, Mass.; Garrison Motor Company, 454 Monroe street, Memphis, Tenn.; Andrew Kraus, 6 Genessee street, Auburn, N. Y.; James Mayo, 222 Penn street, Reading, Pa.; Harley-Davidson Sales Company, Union City, Ind. (The last three names are re-issues).

For the benefit of repairers who are withholding their registrations on account of a supposed 10 per cent. discount, formerly given to regitered shops, Chairman Estabrook says that the F. A. M. contract does not call for this or any other discount. He will forward full information on this subject to inquirers by mail, on request.

Doings of New Jersey's Big Club.

Newark, N. J., Jan. 9.—George Post was duly installed president of the New Jersey Motorcycle Club last week. The official board which he heads consists of the following: Vice-president, Carl Bush; treasurer, Elmer Crosbie; recording secretary, H. Norman Davis; financial secretary, Peter Cunningham.

The annual banquet of the club is scheduled for Friday night of this week, the club members visiting the New York motorcycle show in a body and afterwards partaking of a feast at one of the metropolitan restaurants.

Several propositions have been made to construct a motorcycle track in Newark to the club members, George Kreamer and George Hamilton submitting separate propositions, both for the same site, that of the old Vailsburg cycle track at Electric Park. Nothing definite has been decided, however.

Preparations are in active progress for the annual reception and dance which will be held at Oraton Hall, February 9. Former President H. C. Page will act as floor manager.

Elmira Motorcycle Club Elects Officers.

Elmira, N. Y., Jan. 8.—The annual business meeting and election of the Elmira, N. Y., Motorcycle Club, held January 4, in the club rooms on West Water street resulted in the choice of the following officers: President, B. A. Forsythe; vice-president, Robert Weaver; corresponding secretary, T. C. Sayles; financial secretary, Henry Rohver; treasurer, Arthur Helly; captain, Waldo Allen; first lieutenant, Robert Butts; second lieutenant, Victory Campbell; members of the board of directors, Phay B. Ruton and Dr. Walter C. Byrne.

It was also announced that the club intends to hold three race meets during the coming season. Options have been secured on the Maple Avenue Park track for the afternoons of Decoration Day, Fourth of July and Labor Day, the success which attended last year's events in this line being highly gratifying and encouraging.

Torontonians Convene in Annual Meeting.

Toronto, Ont., Jan. 8.—There was a large meeting of the Toronto Motorcycle Club January 3, the occasion of which was the annual gathering for the election of officers and for hearing the reports of officers for the year which has just closed. Officers for the ensuing year were elected as follows: Hon. president, Rev. J. D. Morrow; president, Fred Johnston; vice-president, William Self; secretary-treasurer, Tom Anderson; executive board, Messrs. McMulkin and Summers; racing committee, Messrs. Stoner, Scott, Marshall, Frankland, Young, Davis, Sutherland; social committee, Messrs. Case, Stillaway, Neilson; auditors, Messrs. Thompson and Stillaway.

The secretary-treasurer reported a balance of $1,035.35 in the treasury, and was voted an honorarium of $100 for his services for 1911. The incoming president, Fred Johnston, in his inauguration address, gave an outline of the work to be expected during the coming season. A notice of motion was entered favoring the establishment of permanent quarters, while a resolution was passed directing that the club submit a proposition to the Federation of American Motorcyclists for better protection of affiliated clubs, especially where it concerns Canada. Messrs. Anderson, Kipp and McLean were delegated to represent the local organization at a special conference to be held in New York City during show week, to deal with the matter.

The Dunlop trophy, awarded to the club for the three-day endurance run held last fall, was officially received. The announcement was made that the club will occupy an exhibit at the coming automobile and motorcycle show to be held in the Armories, February 21-28.

Joe Baripeau, the celebrated rider, of Winnipeg, who holds a record of 100 miles in 100 minutes, was present and was called upon for a few words. He promised that Manitoba's cracks would come East next summer for the club's championships. It was one of the finest meetings the club ever had, both in the number present and in the work accomplished.

Reading Motorcycle Club Elections.

Reading, Pa., Jan. 9.—With a thriving membership of 60 and located in fully equipped clubrooms, the Reading Motorcycle Club held its regular election on January 4, and the following officers were chosen: President, John S. Hartman; vice-president, Robert B. Haensen; recording secretary, C. B. Eisenhower; financial secretary, Arthur Bruderick; treasurer, C. A. Hart; trustees, P. B. Fritz, Charles F. Kinsey, Milton Reed; house committee, Robert Haensen, Max Meis, Christ Starck, Milton Reed, Jacob Deysher; competition committee, John G. Neubling, James Mayo, William Schaeffer, W. E. Buel, William Stout; captain, J. M. Dunkel; first lieutenant, Christ. Starck; second lieutenant, Samuel Killian.

Last and Best of the Garden's Motor Shows



ON ENTERING THE GARDEN

Deluged with a flood of electric lights that radiated their brilliance upon a multitude of exhibits, consisting of the latest and best products of the automobile and motorcycle industry and the makers of their component parts and supplies, the Twelfth National Show was opened auspiciously on Saturday evening January 6, with a vast crowd of visitors that packed the aisles of the arena and the galleries to suffocation.

It is pronounced by all the thousands of visitors who have thronged the Garden every day and evening of the present week to be the most brilliant exposition ever held in that historic structure, now doomed to make way for a business block.

During the two weeks of the Garden show there will be nearly 600 exhibits. Ninety-four display complete vehicles. Of these 60 are exhibiting this first week, lines of pleasure cars only. Next week 34 makers will show commercial vehicles. There are 16 exhibits of motorcycles and several hundred showing accessories. The estimated cost of the exhibits is $2,500,000.

In addition to the outpouring of the public there has been an outpouring of trade representatives of all the allied branches of the industries, such as never before has been in evidence in New York City. Hotels have been jammed to their utmost capacity, and conferences of tradesmen, interpersed with dinners, luncheons, and other social functions have added greatly to the zest and spirit of the occasion.

As to bookings of orders and business done exhibitors have but one report to make—that of unexampled activity in all lines. Agencies for the sales of motorcycles that have been pending for some time have been closed by the hundred during the present week, and large numbers of new agencies have been placed. This shows a healthy confidence by the dealer, and promises to give the factories all that it is possible for them to handle in the future.



LOOKING TOWARD THE GALLERY WHERE MOTORCYCLES WERE EXHIBITED

A pleasing feature of trade conditions is large demand by dealers for immediate deliveries. This shows that large numbers of motorcycle riders no longer wait for the advent of the summer season for the delivery of their mounts, but consider that motorcycling is a practical possibility all the year round.

One of the exhibiting manufacturers, who has lately entered the field, and who has had considerable experience with motor car construction stated that when he considered the fact that the present year's output of motorcycles could not exceed 50,000, he determined to enter the field, as he believed the market presented the finest opportunity for development in the transportation field that was in evidence to-day.

Referring to what may be considered a trend toward standardization it is noticeable that in the motorcycles exhibited the motive power is confined largely to two

sizes of motor, and both high-powered. In some instances a third size of motor was noticed, but it is exceptional. There appears to be a big gain in chain drives for machines, and a larger traveling range is assured by the increased sizes of tanks.

In the matter of ignition systems reliability now seems to be the keynote desired, and machines are capable of being run more silently than heretofore. Much attention has been paid to making the motorcycle more comfortable for the rider, and cleaner to operate. Attractive finishes predominate, and what will appeal to the purchaser strongly is the fact that prices are lower.

It can be readily seen that with the rapid development made in the industry, as is exemplified by the show, it is impossible to do full justice to all the varied branches of the industry in compiling a report for a weekly publication, owing to limited time and space. It will therefore be the function of the Bicycling World and Motorcycle Review to treat in the present issue of the finished product of motorcycles, and devote space in next week's paper to the accessories shown.

EMBLEM MFG. CO.—EMBLEM.

Show Staff—W. G. Shack, F. L. Valiant, L. S. Taylor, W. H. Snyder.

Models Displayed—One 7-horsepower twin; two 4-horsepower singles; two 5-horsepower singles, one tandem.

What is New—Since making its 1912 announcement the Emblem factory has brought out nothing new. A great many changes and refinements have been made in the motors, but they are of a secondary nature. Perhaps the most noticeable change in the line is the adoption of the camelback type of frame, in place of the straight bar pattern. An ingenious tandem attachment with adjustable foot rests for various length-leg passengers also is shown. One of the little innovations is a number plate on the tank, which carries two serials, one being the motor number, and the other the color indicator. The latter of course, is intended chiefly for factory guidance when the parts are going through the enameling room. The Emblem people, who also make bicycles, had an exhibit of them at their hotel headquarters.

Frank Valiant, of the staff, exhibited a neat handlebar mirror, of his own design. It was the only accessory of this style shown on any of the machines.

EXCELSIOR MOTOR MFG. & SUPPLY CO.—EXCELSIOR.

Show Staff—H. N. Kirk, S. T. Kellogg, F. Mercier.

Models Displayed—One 7-horsepower chain twin; one 7-horsepower chain twin racer; one 6-horsepower belt twin; one 4-horsepower chain single; two 4-horsepower belt singles; all gray finish.



HOW THE PRODUCTS OF THE INDUSTRY LOOKED, COLLECTIVELY STAGED AT THE GARDEN

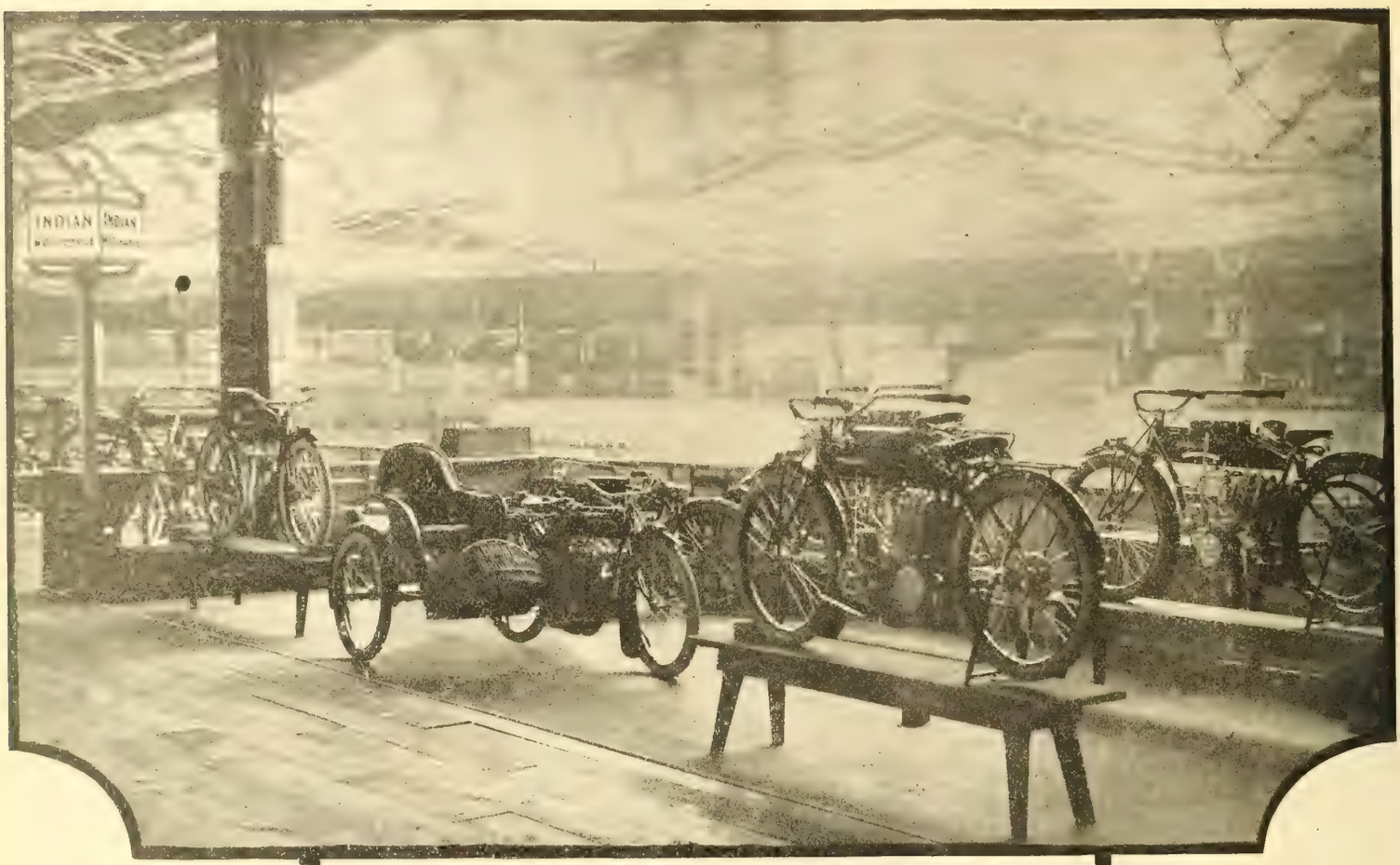
What is New—By far the chief centers of attraction at the Excelsior stand were the new chain drive regular models with cradle spring fork, cushion spring seat, double chain drive and multiple disc clutch. The cushion seat construction is very similar to others of this class, the main differences being in details. The horizontal member is coupled to a frame lug and passes through a slot in the upright spring post, the rear of the horizontal post being extended to form a perch for the saddle. Two springs are used, one working under compression and the other under rebound action. The springs are separated by a metal spool, and are adjustable for load.



SCHICKEL ALONE IN ALL ITS GLORY



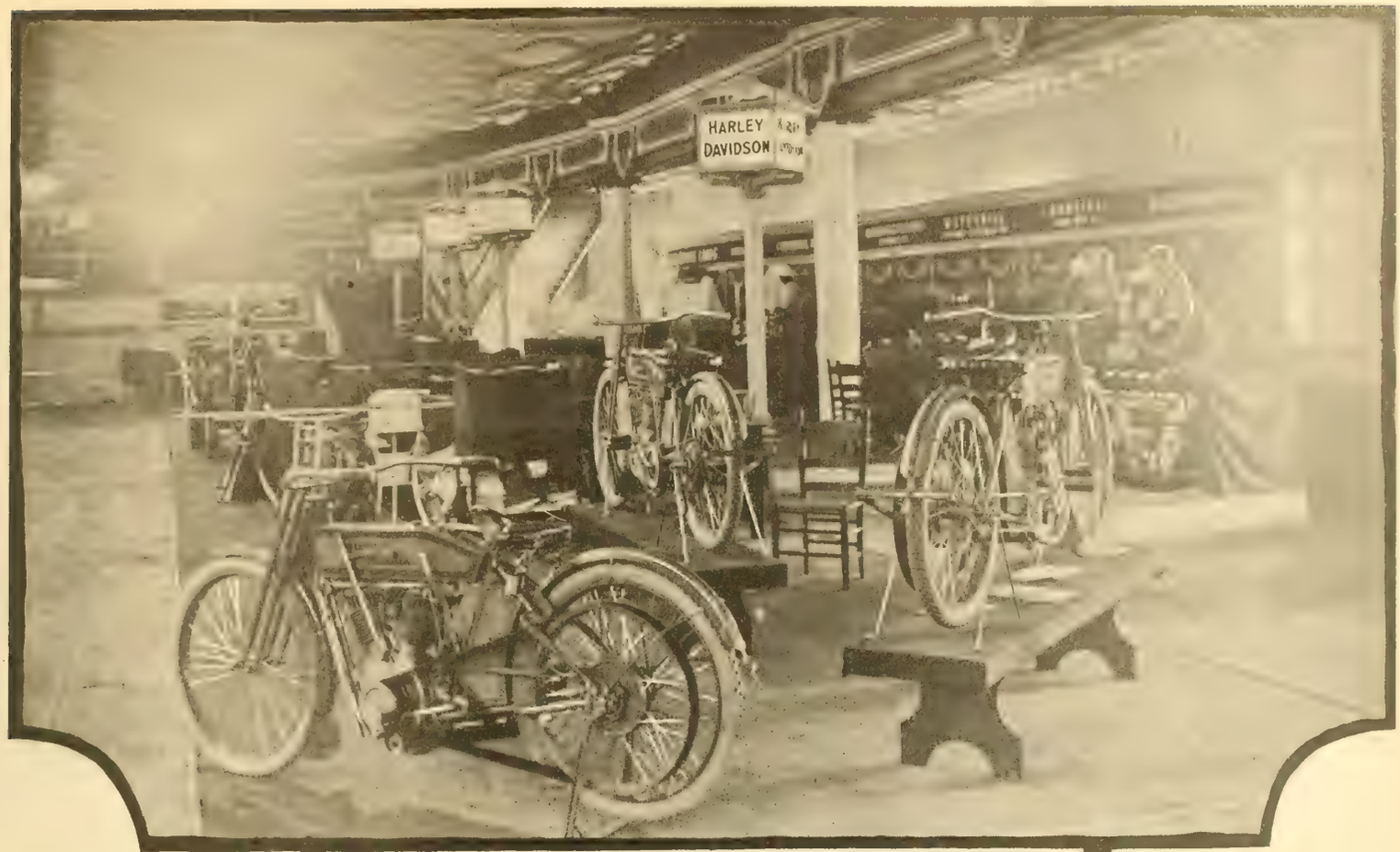
WHERE THE NEW ERA HELD FORTH



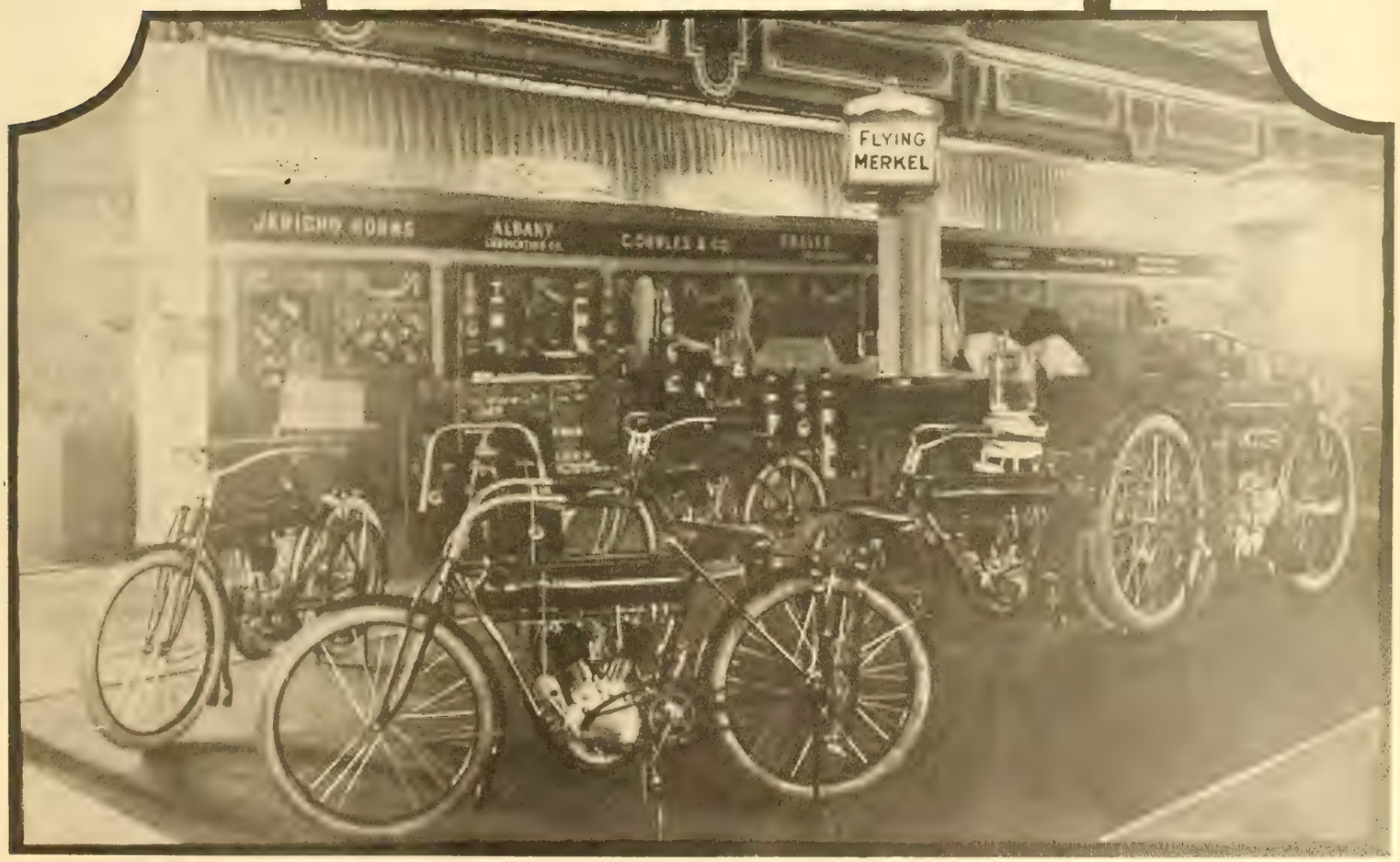
INDIANS WERE THERE IN THEIR AMPLE WIGWAM



NO BACKACHES WHEN LOOKING AT EXCELSIORS



THE ENTIRE HARLEY-DAVIDSON FAMILY FROM MILWAUKEE.



MERKELS THAT NOW HAIL FROM OHIO

They work in hard oil to prevent cutting of the tube walls or spring chafing.

While not the first to use the cradle spring fork, the Excelsior adds originality to its adoption of this construction by building it with extension fork sides and a double bridge. The front guard is in two pieces, the forward member being hinged to the spring shackle, and supported out in front by the end of the second spring leaf which is brought out on a slope instead of being turned under with the others.

The chain drive clutch is of Eclipse pattern, but has a reverse action to some other types, the clutch lever being pulled to the rear to release. The short chain is enclosed entirely. The camelback type sloping bar frame is another fresh feature of the chain models, and the truss tubes now are further apart, permitting the use of larger tanks. The gasoline capacity is 2¾ gallons, and the oil reservoir holds 1½ quarts.

Novelty and newness are found on the belt models in the combined clutch and idler control, the clutch engaging first, and the idler following, this arrangement giving a free motor with the belt running loose and no load on the bearings. The clutch is engaged by advancing the lever on the tank ratchet. The belt may be adjusted with the clutch engaged and the idler free, this condition obtaining at one point in the control lever range. On the chain model the clutch also acts as a compensating sprocket to absorb motor jerks. The 6-horsepower twin will be built with belt only, and is one of the lowest priced twins offered this year. Other refinements include the use of wider fenders, the fitting of the double handlebar on all models, and the placing of the cut-out control latch on the left side of the tool case.

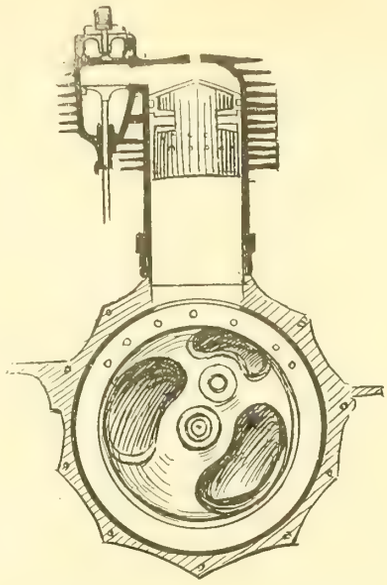
FLANDERS MFG. CO.—FLANDERS.

Show Staff — E. C. Kicherer, B. F. Howard, I. B. Swegles.

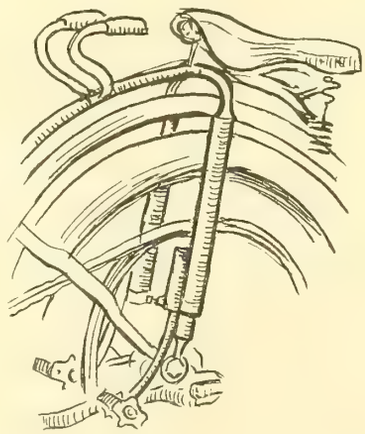
Models Displayed—Four-horsepower single, black, Eclipse clutch; 4-horsepower single, black, with Majestic sidecar; three 4-horsepower singles, black, no clutches, and duplicates throughout.

What is New—This is the first time the Flanders has been seen at a Garden show. It is made in a single model, and the Eclipse clutch will be listed extra. Since it first was announced, there have been some changes, but mighty few of any consequence. The chief improvements are a one-piece fork stem, brazed to the fork crown, and superseding the two-piece stem previously used; one-piece forging lower fork links, with bronze eye bushings, in place of the two-piece stamped links, and internal reinforcement in the tank.

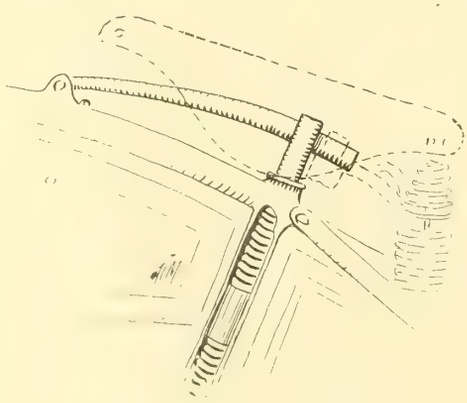
One of the features of the machine is the Kingston carbureter with suction lift ball auxiliary air valves. This carbureter, it is stated, is not of the stock type, but altered to meet the particular needs of the Flanders engine. The Splitdorf magneto



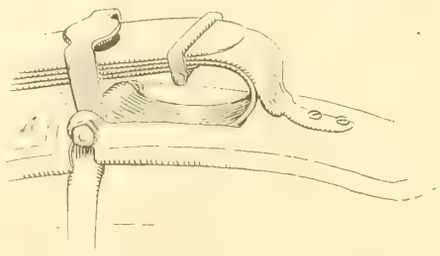
Cross Section of Emblem Motor



Emblem Tandem With Adjustable Foot Rests



Details of Excelsior Cushion Seat



Forward Shackling of Excelsior Fork Spring

is used exclusively. The cylinder dimensions are 3¼ x 3.6. All bearings are plain bronze. An automatic inlet valve is used, and the exhaust valve has a screw adjustment for wear on the tappet.

The fork is of original Flanders design, and is of the cushion type. The springs are exposed. The handlebar stem is keyed, and also tied to the upper fork links, giving double insurance against turning. Oil is fed in proportion to the speed, the throttle and needle valve oil feed being interconnected. The gravity and splash system is employed. For the drive, a 1¾-inch flat belt is used, running over flanged pulleys, and an adjustable idler affords a free engine by slipping the belt. The wheelbase is 53½ inches, and the weight 160 pounds. Black enamel with nickel trimmings is the standard finish.

One of the distinctive and original features of the motor is the eccentric flywheel. The advantages claimed for it are slower motor speed, greater pulling power in hill climbing and wider engine flexibility. The inlet valve spring tension is adjustable, the valve stem being threaded. The tension is regulated by turning a split adjusting sleeve which is tapered and locked in position by the spring cap which rides up the sleeve until it jams and wedges the collar against the threads.

HARLEY-DAVIDSON MOTOR CO.—HARLEY-DAVIDSON.

Show Staff—Arthur Davidson, Joseph Buckingham, W. J. Ruhle, W. J. Walker.

Models Displayed—One 6½-horsepower belt drive twin, gray; one 7-horsepower chain twin, gray; one 4-horsepower belt single, gray; one 4-horsepower belt single, gray, sectioned.

What is New—At the Harley-Davidson stand, the new 7-horsepower chain twin was the center of attraction. It will list at $275, without the free wheel, which will be $10 extra. The motor is special throughout, which is to say that it is not built up from parts of the 6½-horsepower belt twin and the cylinders bored out to secure the higher rating. Save in motor and transmission the chain and belt twins are duplicates.

One of the neat engine refinements on the twins is the relocating of the inlet valve push rod tension springs at the lower ends of the rods in cups, just above the crankcase. The previous location was on top of the valve domes just under the rockers. The new system permits of much larger and heavier tension springs being used, and not being exposed to as great heat as formerly, they do not squeak, nor require dust catching lubrication to insure silent action. The function of these springs is to take up the play necessary between the push rods and valve rockers to insure full closing of the valves, when the parts become heated and expand.

There is a new double sleeve auxiliary air inlet in the center of the twin inlet mani-

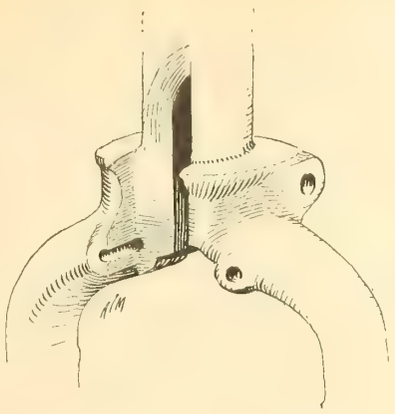
fold. On the chain twin only, roller bearings are used on the drive side of the mainshaft. Plain bronze bearings are used on the belt twin and singles. All pistons now carry three rings, one more than formerly. Piston walls also are drilled to assist in carrying oil to the cylinder walls, on the twins. In addition to the time tried gravity feed oiling system, which is retained without change, a hand pump is fitted to the twins for emergency requirements. Neat little dust proof oil cups are fitted to the inlet rocker arms on the twins.

The cylinder dimensions of the chain twin are 3 5-16 x 3½ inches, and of the belt twin, 3 x 3½. This year the controls have been reversed, the throttle being operated from the right grip, and the spark and valve lift from the left. This arrangement allows the right hand to accelerate the motor, while the left is feeding in the clutch, a combination which is most convenient. Large sprockets on the motor shaft and rear hub of the chain twin, insure low chain speed, silent running and long life to the chains. Diamond roller chains of 5-16-inch width are used, the drive being double through a reduction countershaft.

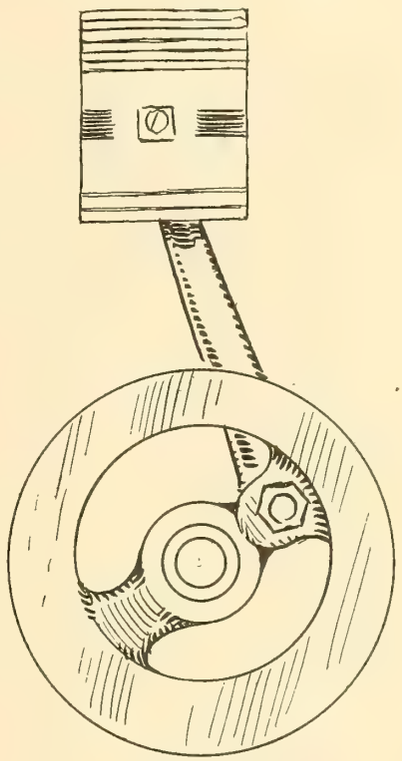
Harley-Davidson is one of those makers who place the magneto back of the cylinders where it is kept dry from the heat of the motor, and well protected from mud splashes. The Bosch instrument is used. A double eccentric in the countershaft hanger of the chain twin provides for adjustment of the short motor chain and pedal chain, the long motor chain adjustment being from the rear wheel. On the twins, the large tank under the seat heretofore devoted to tools and storage space has been requisitioned in part for oil. The upper half is isolated and holds oil, while the lower half is used for tool storage. By the use of a separate oil tank, two gasoline tanks with a total capacity of 3½ gallons are obtained, and are slung parallel on the upper frame bars. Each tank has individual filler caps, needle valves and outlets, the latter being siamesed before reaching the carbureter.

On the front fork, the screw adjusting rods have ben eliminated and larger springs fitted, affording a neater spring tube crown construction. The short drive chain is enclosed entirely, and the rear side belt shield also is fitted to the chain model. The upper fork suspension also is changed, the main fork being carried on lugs which ride in slots on the auxiliary spring members. A V cross support was used previously.

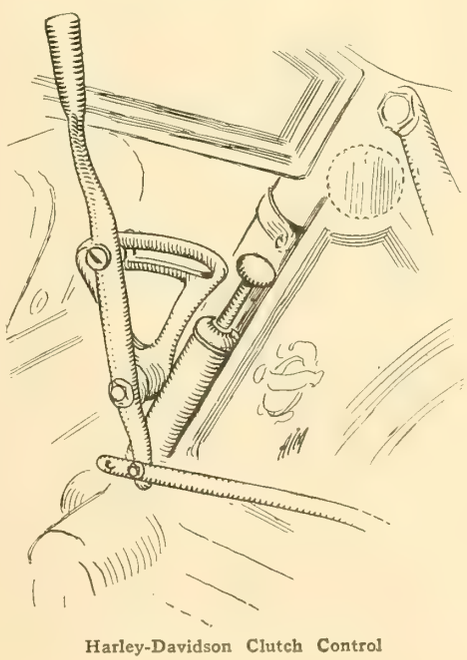
The ful-floteing seat and free wheel, the star features of the 1912 Harley-Davidsons, show no change since first announced. The clutch has 76 square inches of contact surface. It consists of two steel discs double-faced with Raybestos, one plain steel disc between the Raybestos discs, and together with the end plates gives eight contact faces. The clutch carrying plate is attached to the rear hub by toothed dogs, and the clutch has a worm operating feed.



Flanders Heavy Fork Construction



Flanders Eccentric Fly Wheel



Harley-Davidson Clutch Control

HENDERSON MOTORCYCLE CO.—DETROIT.

Show Staff—T. W. Henderson, W. G. Henderson.

Models Displayed—One 7-horsepower four cylinder.

What is New—Partly because of the fact that it was making its debut in the motorcycle world, and partly because of the many unique innovations embraced by it, the Henderson is one of the leading attractions of the show. Its underslung frame, four-cylinder motor and long wheelbase, and general "automobilly" appearance make it popular with four-wheel motorists, while not a few motorcyclists declared strongly for it.

The motor fairly bristles with original features. The valves are all mechanical, the inlets being over the exhausts and tripped by rockers. This construction permits the use of the L type of cylinder, with the heated exhaust ports being constantly cooled by the incoming gas, and is one of the prime factors which the designer points to in describing how overheating has been circumvented. It is asserted very positively that the rear cylinder is as cool as the front at all times.

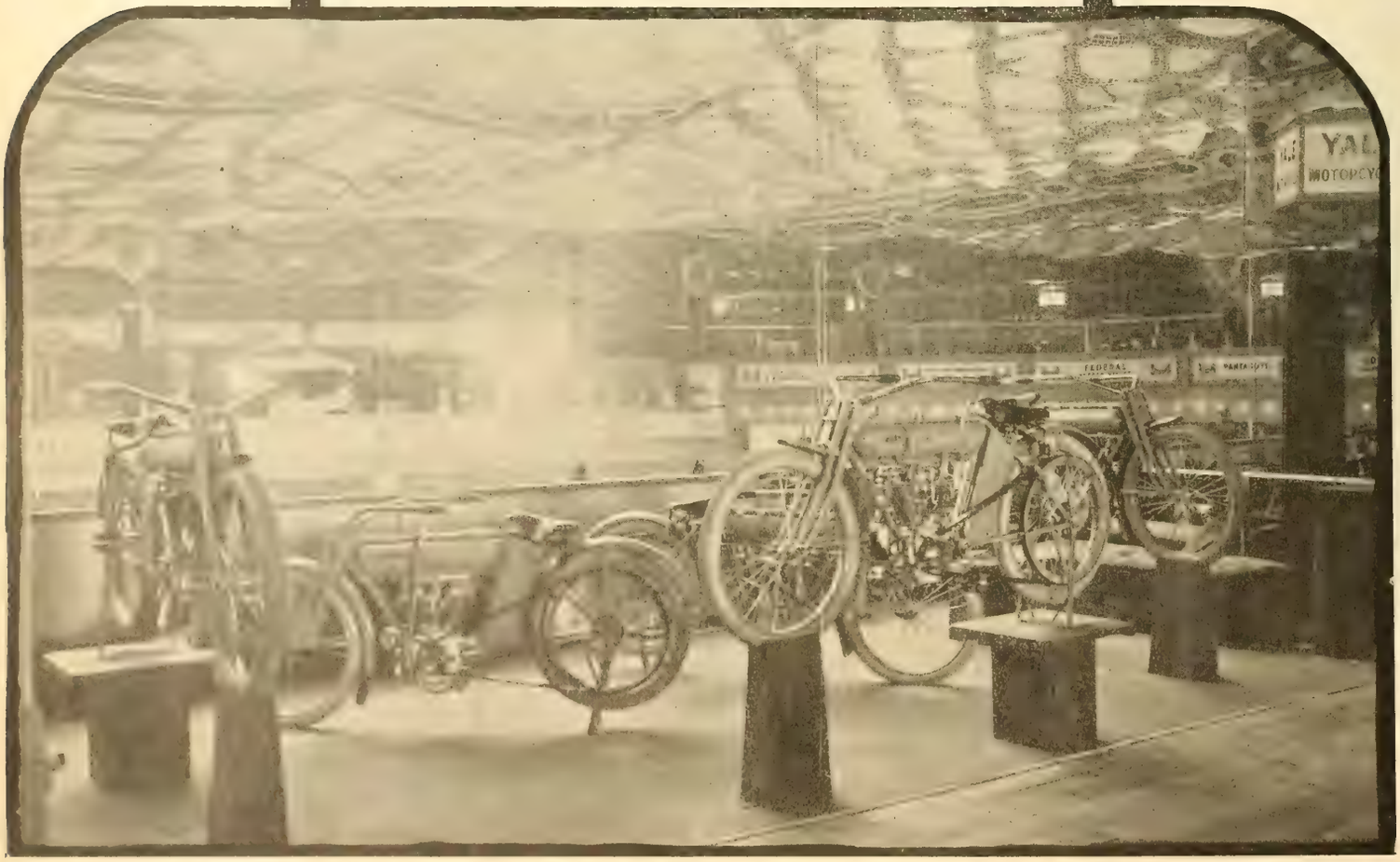
Just as the innocent hat on the sidewalk usually has a brick inside for the unwary to bruise their toes on, the Henderson inlet manifold, has internal passages through which the gas is led to secure even distribution to all cylinders. The carbureter is placed back of the fourth cylinder, and is connected direct with the exhaust chamber by a hot air pipe which is claimed to have a wonderful effect on securing an even and permanent mixture in any temperature.

On the under side of the motor base, fins are cast to aid in radiating the heat. A very ingenious oiling system has been devised. The feed is by sight gravity to the front of the motor base in which a sump is located. The inner section of the base is divided by partitions into wells, one for each cylinder, so that when the machine is ascending or descending steep grades no cylinders are starved for oil and others flooded. Also the end of each connecting rod lower bearing carries a small tit which dips into the oil pool, and as the cranks kick around this oil is carried up and flung on the cylinder walls and piston pin bearings. The tits have been so designed that no matter how deep the oil may be, up to a point where the ends of the rods will dip, the same quautity of oil will be carried up to the cylinders, so that over lubrication is avoided. In fact, the only way in which this can occur, it is stated, is to neglect to shut off the oil when shutting down the motor, thus flooding the base.

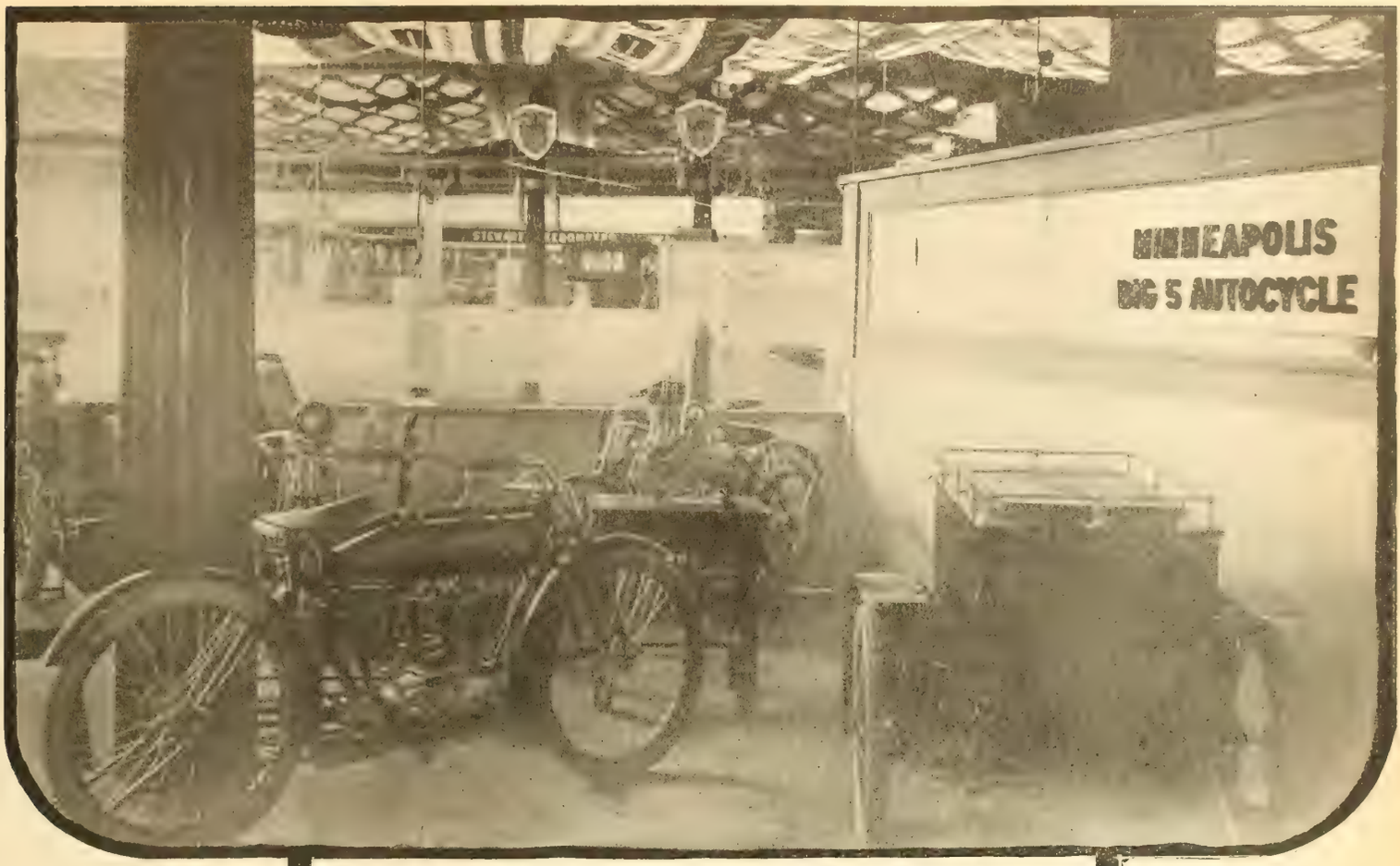
Through the use of a Bosch automobile magneto, with distributer and "accelerating driving shaft," an extremely wide spark range of 60 degrees, is secured. The drive shaft is "broken," and both ends are coupled by a sliding worm sleeve, which is



THOSE WHITE GHOST THORS—VERY SMART



YALE HAD A FRONT ROW BOX AS WELL



MINNEAPOLIS—WHO COME FARTHEST FROM HOME



ECLIPSE AND EMBLEM WERE NEIGHBORS

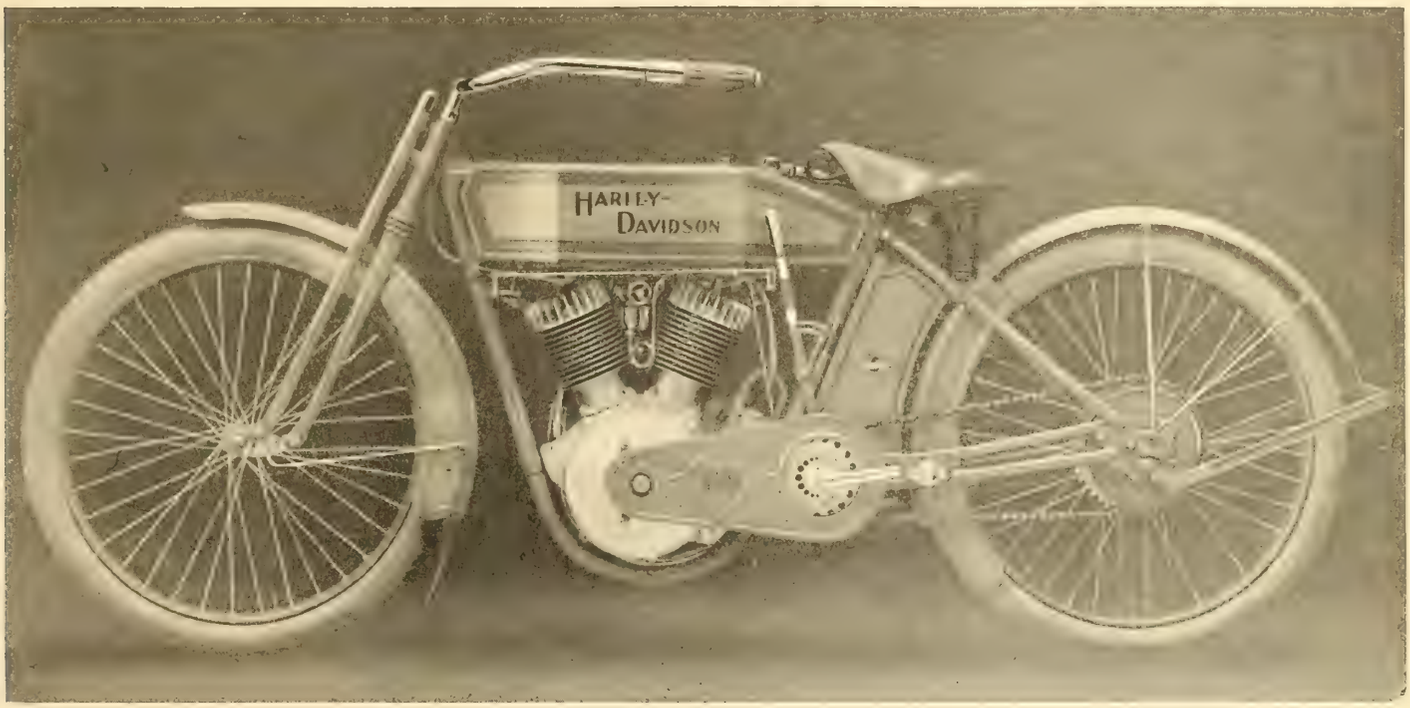
One Thousand 1912 Ha

SINCE the announcement of our 1912 models we have built and shipped 1,000 1912 machines, every one of them a real 1912 with Ful-Floteing Seat. One thousand machines in three months is not a wonderful feat in mid-season but after bringing out an entirely new model we call it a triumph of production engineering.

You know how these thousand machines have set the motorcycle world afire—you have probably tried one of them yourself or heard your friends tell about it who have. You know that the Ful-Floteing Seat does more than we ever claimed it would. You have learned that the Free Wheel Control is in a class by itself and that it won't kill the engine every chance it gets, and that you do not have to make the motor "tear its head off" before the clutch takes hold.

HARLEY-DAVIDSON MOTOR CO

ley-Davidsons Delivered



Above all, you know now that everything we said in our announcement about the new Harley-Davidson was true and that the whole 1912 motorcycle situation simmers down to just what J. W. Harper of Miami, Fla., says it does:

"With the Ful-Floteing Seat and Free Wheel Control the 1912 Harley-Davidson has the world beat."

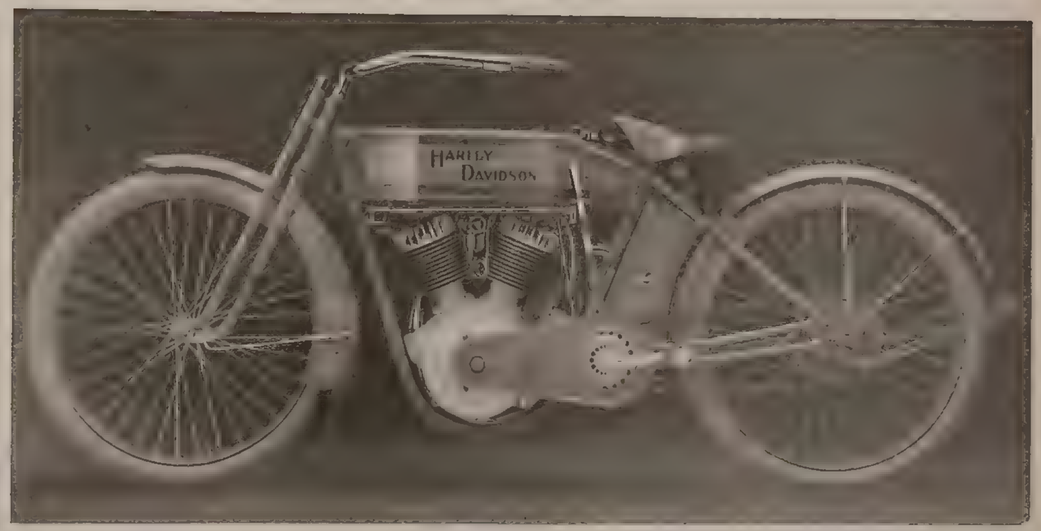
We have the machine, the plant and the organization, a combination that spells "satisfaction" to dealer and rider alike.

MPANY, 500 C Street, Milwaukee, Wis.

One Thousand 1912 Harley-Davidsons Delivered

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HARLEY-DAVIDSON MOTOR COMPANY, 500 C Street, Milwaukee, Wis.



PIERCES PROMINENT ON THE "SUNNY SIDE" OF THE ROW



R-S AND HENDERSON IN 1, 2 AND 4 CYLINDERS



POPE HEADED THE CENTER ROW



FLANDERS AND M-M TYPIFIED THE EAST AND WEST

actuated from a lever on the clutch control sector. For starting, and slow running, the magneto armature can be "jumped" ahead of the motor drive shaft, so that the maximum spark is obtained at low speeds. This "accelerating" of the armature, is most efficient up to 30 miles an hour, above which the driving and driven shafts again are synchronized for higher motor speed firing under the best conditions. A cut-out switch is mounted on the lever control sector.

In the gasoline tank, a two-line outlet, feeding from either end, gives a siphoning action, and insures positive flow of fuel when the machine is inclined, and the gasoline runs to one end of the tank. The gasoline capacity is 2¼ gallons, and the oil reservoir holds half a gallon. The spark plugs are located in the center of the cylinder heads.

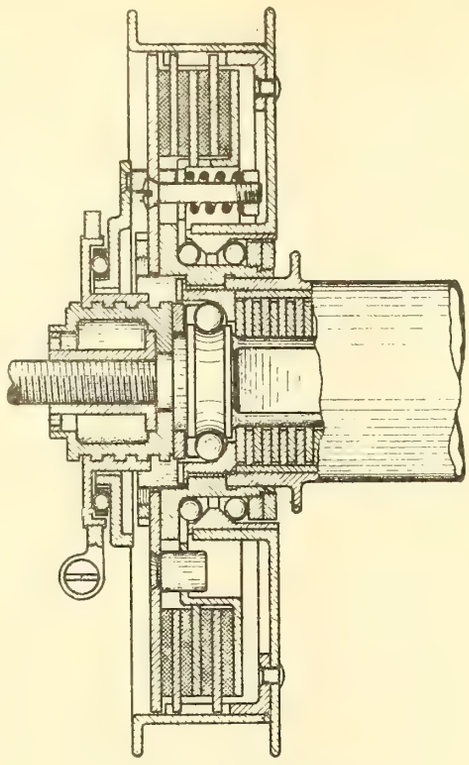
A regulation Eclipse belt drive type of clutch is used, and is mounted on a countershaft, which takes its motion from the motor, through enclosed bevel gears. These are lubricated from the motor base. The flywheel also is entirely housed. Unusually heavy springs are used in the clutch, and it is said that by the use of these, the clutch will "hold" the motor without racing, when the power is thrown on suddenly. The motor is claimed to develop 10 brake horsepower under A. L. A. M. formula.

Although an ordinary coaster brake of Eclipse make is used exclusively, it is claimed to be powerful enough to stop the machine under any conditions, owing to the enormous leverage obtained through the long pedals. There are two pedals on the foot boards, both operating the brake, this double system being employed so that either foot may be used for braking in case of emergency.

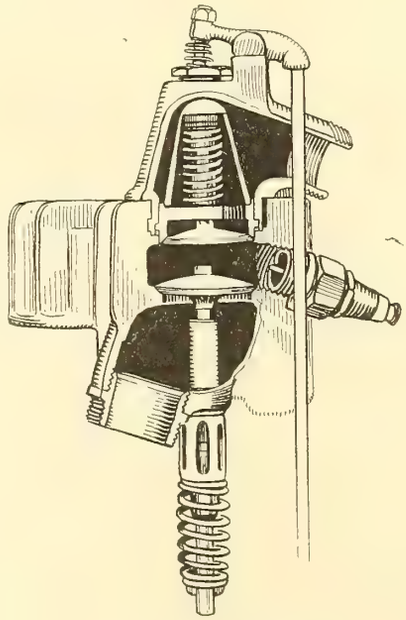
The frame head is a heavy steel casting and the fork fittings are claimed to be the heaviest made. On the footboards, rubber blocks are provided to brace the feet, and prevent them slipping off on rough roads. The motor control is through Bowden cables, the handlebar grips being retained in any position by internal friction ratchets, a patent having been granted on this construction. The cartridge plunger type of spring fork is used. Ample side fenders enclose the front wheel, and protect the occupants from mud and water, which ordinarily escapes past the regular grades.

Foot rests for both passengers are provided on the lower lips of the front side fenders, and the lower fork links. The front seat is detachable, so that the machine may be converted into a single passenger vehicle. A crossbar, with grips, is placed in the handlebars, back of the central stem, to afford hand purchase when two passengers are riding.

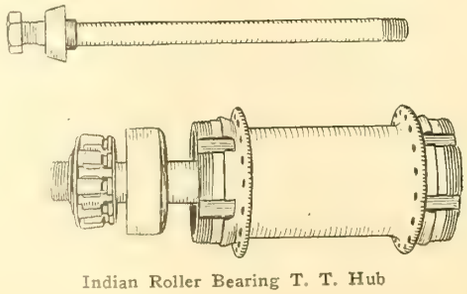
That the machine has undergone strenuous tests during its development period, is apparent from two instances given. The model frame was made of lighter stock than the regular one now used, and in addition, was drilled in all vital spots, and then punished over all sorts of roads for weeks, in an endeavor to unearth some weak spots. However, it is asserted that no breaks occurred, but nevertheless, the frame was made heavier, in order to give an extreme factor of safety. It also is claimed that the engine was run indoors for two hours in summer, without a fan stream or any cooling medium, without overheating. The builders are experienced motor men.



Cross Section Harley-Davidson Clutch



Indian Valve Construction



Indian Roller Bearing T. T. Hub

HENDEE MFG. CO.—INDIAN.

Show Staff—George M. Hendee, Oscar Hedstrom, F. J. Weschler, R. W. Ellingham, J. H. O'Brien, E. E. Cross, J. B. McNaughton, W. F. Hapgood, F. L. Hunt, John McDowell and H. W. Kipp.

Models Displayed—Four-horsepower regular single, red, chain; 4-horsepower T. T. single, blue, chain, one-speed; 4-horsepower regular single, blue, belt; 7-horsepower T. T. twin, red, one-speed; 7-horsepower T. T. twin, red, two-speed and Millford imported sidecar; 7-horsepower regular twin, red, chain; sectioned 7-horsepower twin engine, two-speed set, and frame parts.

What is New—As usual the Hendee Company, had the largest space and the largest display of models, six, but absolutely nothing new save the sidecar was shown. The Millford sidecar, imported from England, where it is one of the leading makes, was coupled to a 7-horsepower T. T. two-speed twin, and attracted considerable attention. The upholstery was in red leather. A duplicate of this sidecar will be offered in about two months, and will list at $75. All of the new features and models of the 1912 Indian have been exhaustively illustrated and described in these columns, in the company's first announcement of its line for this year.

MIAMI CYCLE & MFG. CO.—MERKEL

Show Staff—K. R. Jacoby, J. F. Merkel, Edward Buffum, W. K. Aurandt, J. W. Ash, A. G. Chapple.

Models Displayed — Four-horsepower single, belt; 4-horsepower single, chain; 6-horsepower twin, chain; 7-horsepower twin, belt; 7-horsepower twin, chain; all magneto, and orange finish.

What is New—Since making its 1912 announcement the company had not developed any surprises to be sprung at the show. All models were exhibited, in chain and belt drive, and rigid and spring frame. The enclosed Bosch magneto which has been exploited so widely, was fitted to the show models and will be regular equipment as soon as it can be procured from the makers.

Of the new features for this year, the shock absorber in the hanger, is offered as the leader. Merkel always has paid close attention to building a comfortable riding machine, and his latest contribution along that line, is quite original. The shock absorber is of the friction type, and is placed

in the crank hanger bracket on the spring frame models. It acts as a check on a sudden downward plunge of the frame springs or an equally sudden recoil, softening the violent action set up in "free" suspension springs on rough roads. The device is constructed very similar to automobile shock absorbers, a pair of brass friction discs floating between steel plates. Adjustments are provided for taking up whatever slight wear may occur, and the device may be set either rigid, or to offer any degree of resistance to the springs. It has very little movement, and consequently the wear should be very negligible.

Double adjustment of the gasoline needle is provided on the new Merkel-Acme carbureter, so that when the throttle is opened the needle is raised automatically admitting more gasoline. A suction type valve takes auxiliary care of the air requirements. The double lubricating system is retained, the main gravity feed being coupled to the throttle control so that when the speed is increased, more oil is fed automatically. A hand pump takes care of emergency oil requirements.

In the new Merkel chain drive system, the jerks from the motor are absorbed by the disc clutch mounted on the motor shaft. One of the most interesting features of the exhibit was the parts board showing the ball bearing mounted flywheels, the seamless brass tubular tank, a sectioned front fork, a frame section containing the shock absorber, and motor parts. The 1912 Merkel line was described and illustrated in detail in these columns in November last.

MINNEAPOLIS MOTORCYCLE CO.—MINNEAPOLIS.

Show Staff—C. B. Knudsen, J. Gellers.

Models Displayed—One belt drive two-speed; one chain drive two-speed with delivery van; one two-speed chain drive regular; one single-speed chain drive. All 5-horsepower singles.

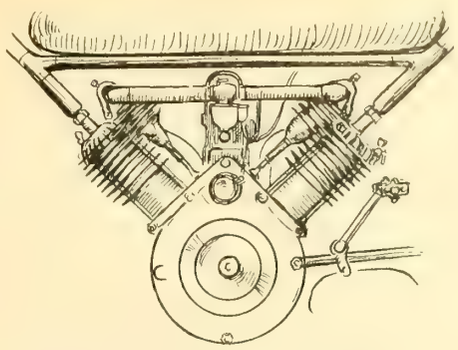
What is New—The leading feature of the Minneapolis line this year is the new two-speed belt drive model. It is the first time that a two-speed model with flat belt has been offered. The only difference from the other models is in the final drive, the regular Minneapolis unit power plant being employed. The belt pulley is mounted on the two-speed countershaft, thus giving an undergeared drive and permitting the use of pulleys of more proportionately equal diameter than is usual. This gives greater belt grip area, reducing slipping to a minimum and also lowers the belt speed, making it longer lived. A very wide belt, 2⅛ inches, is used. The belt two-speed model has no clutch, the free engine being obtained in the neutral notch of the gear shift quadrant, while the belt can be slipped by relieving the idler tension.

Spring frames have found favor with the Minneapolis people this year, and they are offering one of their own design. It is stoutly built of extra heavy fittings with a big spongy spring that gives a featherbed comfort sensation to the rider. The spring barrel is separated from the seatmast tube, and in fact the entire spring suspension apparatus is a complete unit in itself and coupled to the main frame by big hinges. Through the style of suspension used, the power plant, main frame and rider, all are carried between the front fork and rear frame springs, the entire load being spring cushioned from road shocks. Such earmarks of refined design as the placing of oil cups at all hinge joints of the spring frame are noted.

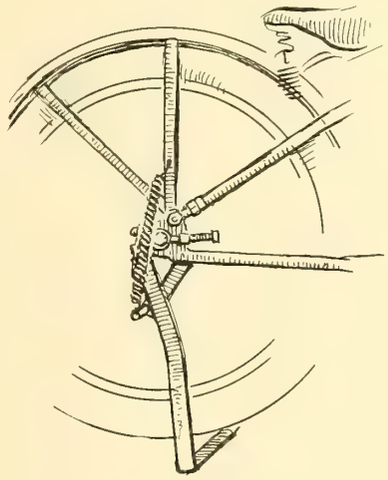
Another change over previous models is that the clutch plates are of saw blade steel instead of fiber, and run metal to metal in oil. On the spring frame models the tool compartment is placed in front of the seat mast tube, as its usual position back of the seatmast is occupied by the spring frame mechanism.

The anchoring of the plunger spring, and the use of but a single spring in the cushion frame model, presents novel design. The spring, which is larger than ordinarily used in spring frames, is anchored at both ends to its cylinder casing. A plunger rod coupled to the upper hinge works in the spring cylinder and is coupled to the spring midway of the latter. Thus in action, the spring works under both tension and compression, which is claimed to eliminate pounding.

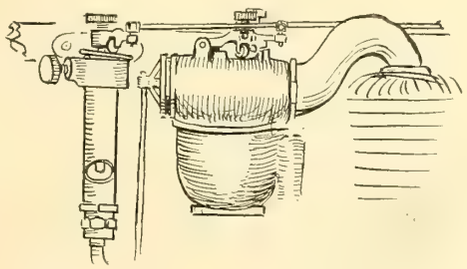
Four models comprise the line, and all will employ the Minneapolis unit power plant, the engines all being single cylinder of 5-horsepower. Two chain and two belt models, both with single or two-speed will be offered, and the spring frame will be extra. It will be furnished on all models save the delivery van.



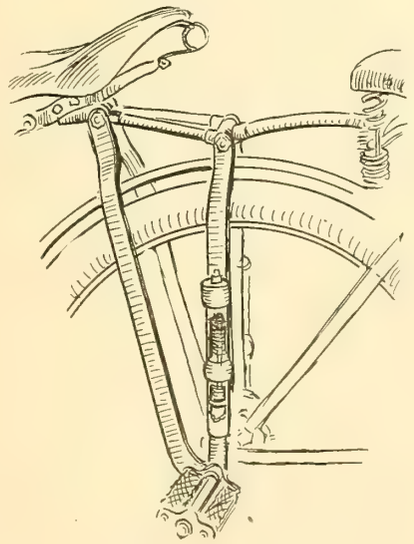
M-M 90 Degree Cylinders and Eccentric Magneto Drive



M-M Automatic Stand



Merkel Throttle and Oil Inter-Connection



Merkel Spring Tandem

MAJESTIC MFG. CO.—MAJESTIC SIDECAR.

Show Staff—C. A. Persons, W. E. Eccles, Thomas Crabtree, Cyrus Darling.

Models Displayed—One sidecar with wicker body.

One of the catchiest motorcycle slogans that has been coined in some time, and which quite likely will be influential in winning friends for sidecars in this country, is that of "Don't forget the girl," which is exploited by the Majestic Mfg. Co., Worcester, Mass., in directing attention to the Majestic sidecar which it exhibits at the Flanders booth. It is one of the two sidecars on exhibtion, and is well limbered by the hundreds who have tested its comfort holding qualities. As might be expected, a majority of those who settled themselves in its cosy recesses, were ladies, and from the undisguised pleased expressions they immediately assumed, it is safe to assert that those of them who have friends of the male persuasion, devotees of motorcycling, will see to it that the latter do not "forget them" when the coming touring season rolls around.



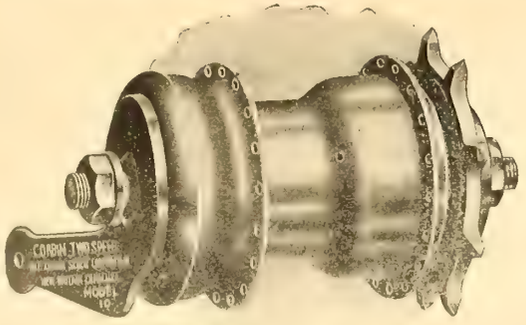
CORBIN BRAKES

make bicycling and motorcycling SAFE at all times on any road.

A slight back pedaling pressure operates the CORBIN, which is located in the rear wheel hub.

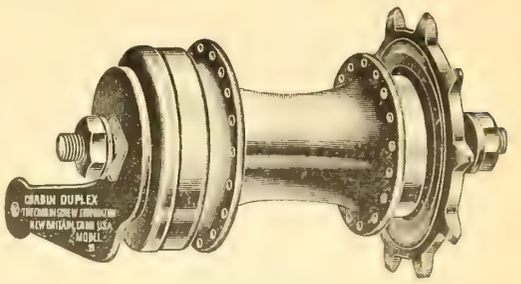
Your machine can be stopped instantly or slowed down gradually, according to desire or the need of the moment.

BRAKES FOR BICYCLES



CORBIN TWO-SPEED

The Corbin Two-Speed Coaster Brake is invaluable for hill climbing and wind resistance. Added to this is the element of safety in having your machine under complete control.



CORBIN DUPLEX

The Corbin Duplex has been the standard in Coaster Brake construction for thirteen years. Either of these Brakes can be fitted to any make of bicycle.

The CORBIN MOTORCYCLE BRAKE has a V-shaped drum and a triangular friction band. This yields 50 per cent. more braking surface than the old flat band type. Riders of high powered machines should be Corbin equipped for this reason alone.

Chain interference is impossible with the Corbin Brake. The releasing mechanism is entirely outside, making the action easier and more reliable. The Corbin can be fitted to either belt or chain driven Motorcycles.

Your Guarantee of Corbin efficiency and reliability is the manufacturers' thirteen years experience.

No matter where you may ride you're always in Corbin territory. Sold by leading Jobbers and Dealers everywhere. Ensure SAFETY by specifying CORBIN and insisting on it.

WRITE FOR FREE CATALOG

THE CORBIN SCREW CORPORATION, New Britain, Conn.

(Licensed Coaster Brake Manufacturers)

Western Office, 65 West Lake Street, Chicago, Ill.

AMERICAN MOTOR CO.—M. M.

Show Staff—W. T. Marsh, George P. Jenkins, Henry Heyer, G. C. Kirchhof, Nicholas Ennello.

Models Displayed—Eight-horsepower red twin; 4½-horsepower red single; 4-horsepower special red single; 4-horsepower special red single. Three first Bosch equipped; last one, battery.

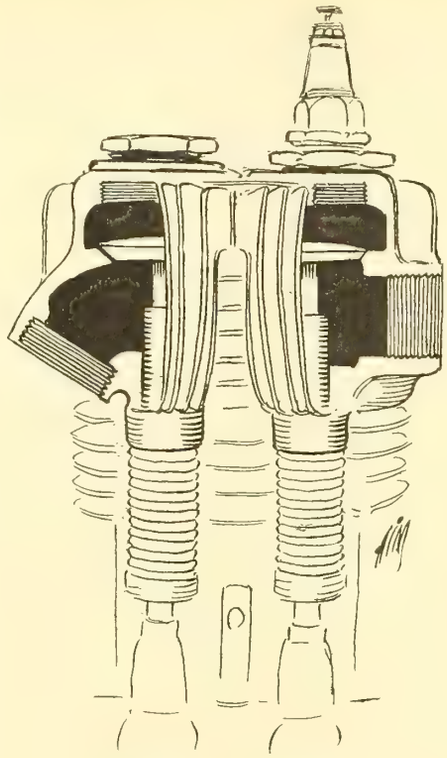
What is New—Prabably the M. M. shows fewer new features or changes than any other line at the show. The chief alterations are the lengthening of the stroke a quarter of an inch on the "4-50" single, it now having a four-inch sweep, the casting of the cylinder flanges, instead of machining them from the solid tube as heretofore, the lengthening of the piston and the addition of an extra ring, making three in total. The saddle post also has been given a rear drop, bringing the seat lower.

On the "4-50," the leader of the line, the magneto control has been removed from the handlebar grip and vested in a hand lever on the left side of the tank. The grip control of the compression relief is retained. In support of the independent magneto control, the claim is made that it permits the motor to be cut out momentarily without changing the spark timing, so that the breaker box can be left at maximum advance, and the motor speed governed by throttle, which is the correct operating method.

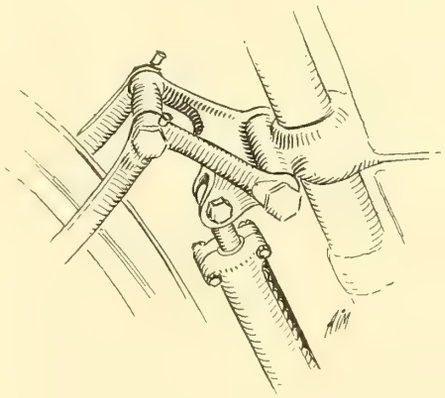
Although much against its wish, the company has restored the cut-out in response to an insistent demand for it, after it had been subtracted from the machine for two seasons, in an effort to discourage the abuse of it. The statement was made that 80 per cent. of purchasers demanded a cut-out, and quite strongly too.

One of the distinctive features found on this machine is the date "1912" on the head nameplate, the only "dated" brand at the show. It was explained that this innovation, which is a good one, was found desirable, owing to the confusion and annoyance resulting from riders, of previous models, not being positive of the vintage of their machines, in ordering parts, and receiving replacements which did not fit, owing to a mistake in the model being made at the time of filing the order. Furthermore, it was stated, that used machines advertised for sale, as late models, frequently were older than stated, owing to ignorance on the part of the advertiser.

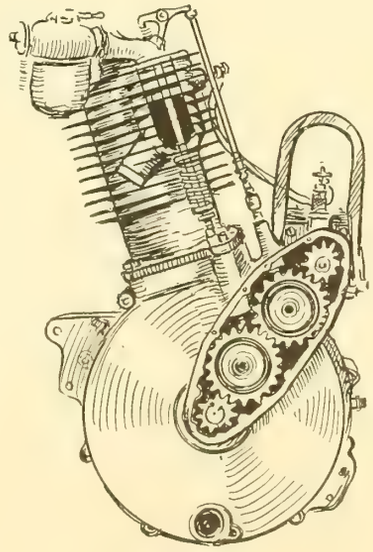
As the first exponent of the 90-degree angle for its twin, the M. M. still remains the only one. The eccentric gear drive of the magneto is another bit of originality on this model. The 4-horsepower specials have inclined motors and single crossbar frames, while the big single and twin have trussed frames, and the motor on the former is uright. Another exclusive M. M. feature is the swinging yoke and set screw inlet dome lock, and the twin has the longest inlet manifold of any "double" at the show.



Minneapolis Valve Layout



Minneapolis Spring Frame Mechanism



How New Era Operates Valves Off Magneto Gears

NEW ERA AUTO-CYCLE CO.—NEW ERA.

Show Staff—J. D. Platt, Jr., Jesse Campbell, D. L. Marshall.

Models Displayed—One 4-horsepower red single, two-speed; 1 4-horsepower gray single, two-speed, with tandem attachment; 1 6-horsepower gray delivery van, with two-speed; 1 sectioned motor, and disassembled motor and transmission parts.

What is New—Although the New Era retains its distinctive line and constructive features for 1912, there are numerous changes in the new models. Archie McCollum, who has designed several motorcycles is responsible for the latest New Era creations. The 4-horsepower model, which is the bell wether of the line, shows the greatest alterations and pruning. The motor has been redesigned, and the bore decreased, with an accompanying increase in the stroke, the dimension now being 3.215 x 3.75, which is said to give a full 30½ cubic inch rating.

This year the New Era joins the advocates of the overhead type of mechinical inlet valves, and incidentally have incorporated some novelty in the application of it. The motor has been inclined to the rear, having been vertical heretofore, but the new position is said to give better cooling. The Bosch magneto, replacing the Eisemann, has been mounted in front of the cylinder, and is driven by enclosed gears.

It is here that originality in the inlet valve mechanism crops up. The first magneto idler gear, counting from the motor shaft, carries an integral forged cam which actuates the inlet push rod, and the second idler gear, mounting another one-piece cam, trips the exhaust valve. Therefore, there are but four gears in the motor, the idler magneto gears being used as timing gears also. This is the first and only instance, so far as known, where the magneto driving gears have been utilized for operating the valves.

Easy starting is secured in two ways. First by the use of the Bosch DUI-5 instrument, which gives the maximum spark at full retard, thus contributing to the easy firing of poor starting mixtures. The magneto is held down by a steel strap, instead of bolts formerly used, making a quick detachable instrument. The second accessory to easy starting is the priming outfit, consisting of a continuation of the gasoline line from the carbureter to the inlet dome just over the valve. A shut-off is inserted in the line, as well as another just outside the tank, and by opening both the motor can be primed before cranking. The shut-off nearest the motor is closed except when priming.

Larger ball bearings are fitted to the mainshaft, while the lower end of the connecting rod now rides in roller bearings, instead of bronze. A new carbureter, the Acme, which has double gasoline adjustment, is used. There are two adjusting

screws attached to the gasoline needle valve, governing the pitch of a track, under which, rides a roller, mounted on the throttle arm. When the throttle is opened, this roller swings around, raising the track, and simultaneously, the gasoline needle, admitting more fuel for the increased speed. An automatic air valve of the spring controlled type, takes care of air supply.

In addition to the gravity sight feed lubricating system, a hand pump has been added. The clutch has been redesigned entirely, and instead of the contracting band, a metal cone is used. The cone is about eight inches in diameter, with a three-quarter-inch face, and engages with a leather lined female member, the male member having no friction material on its periphery. The planetary two-speed gears are mounted on a spider inside the cone clutch, making a very compact mounting. The clutch control is by pedal actuation of a bell crank, which energizes a trio of toggle fingers, engaging with a grooved ball on the motor shaft. As the toggles are forced in, they climb the ball, giving a gradual engagement until they slip into the groove, where they are retained by friction. The clutch can be slipped by regulating the degree of engagement of the toggles.

Easier riding qualities have been obtained by a new three-point mounting of the form seat, the arrangement of the compound springs being such as to produce a shock absorbing action. Easier lubrication of the two-speed has been provided. A charge of hard oil, sufficient for several months' running, can be inserted with a grease gun by removing a screw on the end of the motor shaft. Buttonhole spoke flanges on the rear hub, afford facilities for spoke replacement, without removing the sprocket, or wheel.

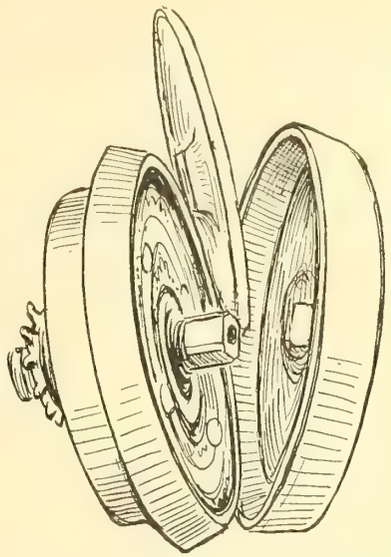
Accompanying the refinements in the motor, is a new exhaust tube, which leads from the rear side of the cylinder straight down to the muffler. The foot button muffler cut-out is retained. The changes on the regular four apply also to the tandem model, which is a duplicate save for the two-passenger accommodations.

On the 6-horsepower van, the only changes are the attachment of a belt-driven cooling fan, and a new ignition system. The latter is known as the Delco, and has a vibrating coil with a transforming switch to single spark. The motor is started on the vibrator, which gives a continuous spark while the circuit is closed, and on throwing the switch, the ignition is changed to single jump spark. The system is said to be very economical of current, 3,000 miles being guaranteed on a set of six dry cells.

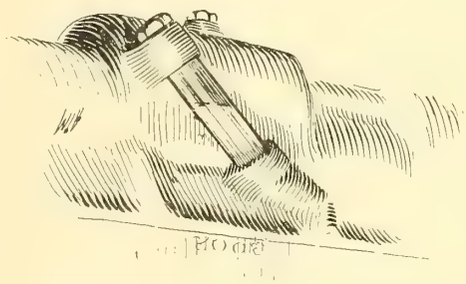
PIERCE CYCLE CO.—PIERCE

Show Staff—W. A. Johnson, E. R. Durkee.

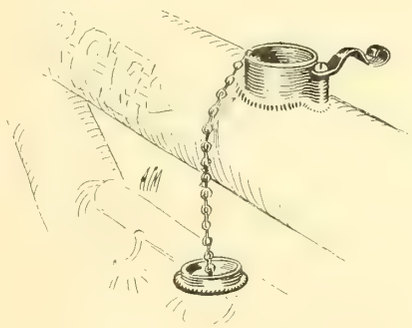
Models Displayed — One 5-horsepower single, red; two 5-horsepower singles, black; one 7-horsepower four-cylinder; black; sectioned motor and transmission; board of parts.



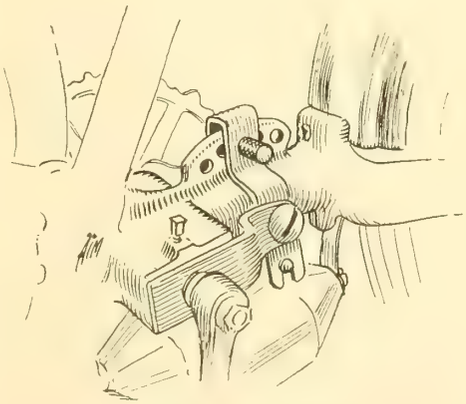
New Era Cone Clutch and Gearset



Pierce "Four" Oil Gauge in Motor Base



Pierce Non-Losing Tank Cap



Pope Adjustable Hanger

What is New—Like several other makers the Pierce people have stood pat since making their 1912 announcement, and uncovered no new features. The four-cylinder model was the center of attraction, and the sectioned gearset and clutch on a tripod with an operating lever, initiated many into the mysteries of sliding gear transmission and multiple disc clutches as applied to motorcycles. A board of parts, showing forgings and finished parts also proved an interesting study. One of the clever little refinements, which is exclusively Pierce, was the quick detachable tank filler cap, a snap spring holding the cap on the mouth of the filler nozzle, the usual threads being dispensed with. By twirling the spring aside the cap can be removed instantly, and is linked to a tank chain with cross arm stop, so that it will not fall to the ground when removed, and also need not be held in the hand.

POPE MFG. CO.—POPE.

Show Staff—J. F. Cox, B. A. Edgar, L. D. Hardin, R. H. Smith, G. G. Ryan, F. W. Starr.

Models Displayed—Three 3-horsepower singles; sectional motor; display board of parts.

What is New—This is the first New York show at which the Pope has been present. It is distinctly in a class by itself, being the smallest machine at the show, but nevertheless its saucy lines, and petite appearance, have won for it many friends. While first publicly exhibited at Chicago, last February, it has undergone practically no change, save in very minor details. It also is in the lightweight class, tipping the scales at 140 pounds.

Although rated rather low in the horsepower column, it is claimed by the makers, that, owing to its light weight, that when it is sliding along at 30 miles or more, over 4-horsepower is developed. A distinctive feature is the double tube frame, the outer tube being reinforced with a pair of "D" tubes, for half its length. Another original detail is the bell crank control of the magneto breaker, through the Bowden cable, which also operates the hand compression release mechanism.

Aside from the features mentioned, and perhaps the square hanger box with sliding hanger adjustment, and deep heads cups displacing the regular fork stem, the machine follows standard practice closely. Simplicity, accessibility, lightweight and low price, are its strongest pulling points.

READING STANDARD CO.—R-S.

Show Staff—W. F. Remppis, W. B. Glasser, W. G. Rhodes, W. G. Schaefer, E. J. Wilson, F. Dolt, A. Atkins.

Models Displayed—Two 4-horsepower belt singles; one 4-horsepower chain single; one 7-horsepower chain twin.

What is New—This concern was one of

the few to spring a new model for the show, a chain drive single. It is a duplicate of the new chain twin which it has brought out this season, modified of course, by particular constructional limitations. Although using the disc clutch on their belt models, the R-S people have developed a cone clutch for the chain type. It is of extremely large size and is mounted on the undergeared countershaft of the motor. The male member of the clutch is faced with leather and seats in a metal cup. The undergear mechanism instead of being housed in the motor base, as is customary, is caged in the rear of the clutch, making a complete driving unit.

Through the use of the undergeared drive system, the use of large sprockets is permissible, giving low chain speed, chain silence, and longer lived chain and sprockets. An extended guard is placed around the forward sprocket and upper chain line. By dropping the auxiliary shock absorbing seat post two inches, a lower and easier riding position is secured.

In the new chain drive motors, an important innovation has been introduced by making the valve cams and half-time gear integral, eliminating one gear from the valve operating mechanism. The double gear system is retained on the belt models. A powerful band brake, of R-S design, is incorporated in the rear hub of the chain models, and a larger rim brake has been fitted to the belt models, supporting the standard hub brake.

Double control of the clutch and idler on the belt models is provided, by hand lever and foot pedal, acting on a ratchet. The clutch engages before the idler, so that a free engine is obtained with no idler load on the bearings. The company also showed four bicycles, being the only exhibitor to show these humble vehicles, which were the foundation stones of the huge motor industries.

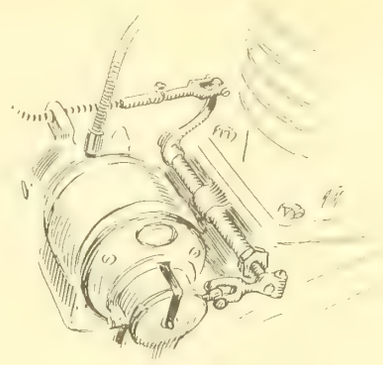
SCHICKEL MOTOR CO.—SCHICKEL.

Show Staff—Norbert H. Schickel, L. J. Carling, R. M. Hillis, Bruno Benziger, W. C. Schickel.

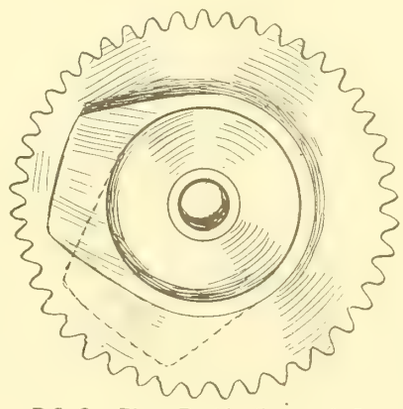
Models Displayed—One 5-horsepower single cylinder; sectioned motor driven by belt off dynamo; parts.

What is New—As the only two-cycle motorcycle in the show, as well as the only one which was shown in actual operation, a sectioned model being run by belt off a dynamo, the Schickel came in for its full share of attention. Close inspection discloses many ingenious and novel features, indicating the difficult problems which had to be met and solved in departing from four-cycle construction and adapting the two-cycle engine to a motorcycle.

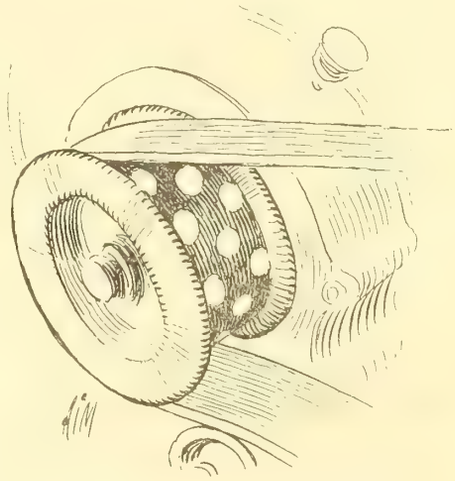
There is but one flywheel, instead of the customary pair, and it is a drop forging, the mainshaft and crank pin being integral with the disc. The inner face of the flywheel, is recessed deeply, to take the large ball bearing, carrying 9/16-inch balls,



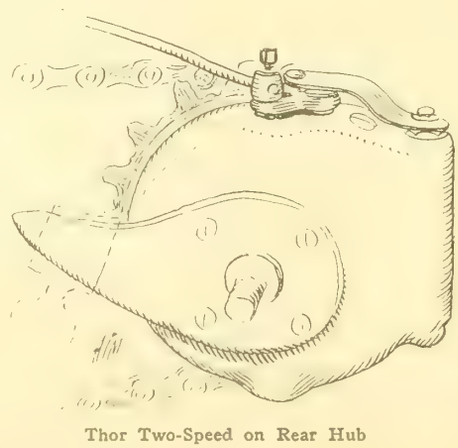
Pope Magneto Bellcrank Control



R-S One-Piece Double Cam and Gear



Cork Inserts in Schickel Driving Pulley



Thor Two-Speed on Rear Hub

claimed to be the largest bearings used in any motorcycle. The driving pulley is mounted on ½-inch balls, which are set in the center of the wheel, taking the full load pull. The left side of the motor base is a detachable plate, which carries a bronze bearing, over which is slipped a steel sleeve, and on this outer sleeve the ball races are mounted at either end. In the recessed pocket of the flywheel, a groove is ripped, into which a felt washer fits, to exclude dirt from the bearing, and in addition, metal dust plates are slapped against the exposed faces of the bearings.

All the load comes on the ball bearings, the central bronze sleeve being only a guide for the motor shaft. A compression grease cup and feed pipe, leads from the outer rim of the base, to the center of the sleeve, in which a hole is drilled, and the clearance between the main shaft and sleeve is made airtight, by forcing grease in, so that the base compression is not materially lowered. This compression in the base, of course, is necessary, to force the mixture into the upper part of the cylinder, when the transfer port is uncovered.

There are no gears in the motor, the Eisemann magneto being driven off the crankpin by a "banjo" disc, the arm being twisted, and having sufficient spring to compensate for any temporary cramping of the drive. The magneto is enclosed entirely, in a housing cast on the right side of the motor base, and the magnets are rocked to secure spark advance and retard. The inner end of the armature shaft, is supported by the crankpin through the "banjo" disc connection, and the outer end of the breaker box rests on a ribbed spider, just inside the rim of the housing. When the full retard is made, the terminal on the breaker box grounds on the spider arm, short circuiting the magneto.

The upper part of the frame, is used also for fuel, the gasoline and oil being mixed, and fed homogeneously through the carbureter. Lubrication is entirely automatic, the oil and gas vapor separating after entering the motor, and performing their respective functions. The oil measure is contained in the filler cap of the gasoline tank, and holds about one-fifth of a pint, which is the proportion for each gallon of gasoline put into the tank. The latter holds three gallons. The tank and upper frame unit is an aluminum casting, which is poured around the front and rear head tubes after they are brazed. It is said that in testing the frame for strength, it was sawed in half at the aluminum section, and pounded over rough roads in an effort to fracture it, but that nothing gave way.

Cork inserts are placed in the face of the front pulley to prevent belt slipping, or at least, to reduce it considerably, when mud and water splashes on the metal face of the pulley. It is claimed that not only do the corks give better traction than metal in wet weather, but also, that when worn down, they have a suction effect in making

the belt hug the pulley. In connection with the flat belt drive, the idler is controlled by a Bowden grip, giving any desired degree of belt tension, and an instantaneous free engine, without removing the hands from the bars.

Among other things of interest, the tool barrel in the tank looms conspicuously It consists of a brass tube about three inches in diameter, which is set vertical in the tank, and the joints sealed against gasoline leaks by nut rings at top and bottom. The head of the motor is secured to the bottom of the tool barrel by a bolt. Other refinements are drilled fork rocker pins with dust proof grease caps, dropped ends of the handlebars giving a natural and restful position to the hand, and the hinged rear guard.

AURORA AUTOMATIC MACHINERY CO.—THOR.

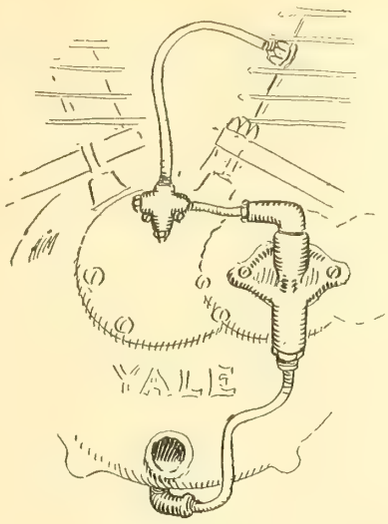
Show Staff—J. A. Handin, F. D. Freeman, William Ottaway, E. W. Matthews, A. Freed, T. K. Lee.

Models Displayed—One 7-horsepower chain twin; one 5-horsepower chain single; one 4-horsepower chain single racer; one 4-horsepower chain single regular; one 4-horsepower belt single.

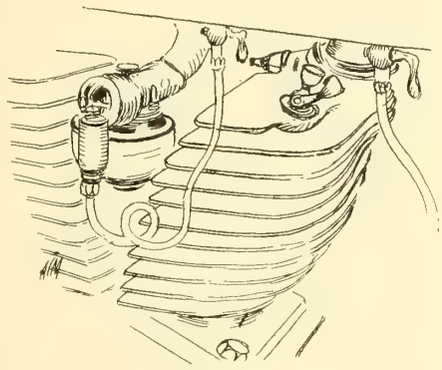
What is New—Not since Thor motorcycles have been built have so many new features, some quite radical, been offered under this brand as this year. The twin has been entirely redesigned, and a big single, the same strain throughout, bred also, both bristling with fresh conceptions of the designers brain. Thor, in common with several other makers, offers the floating type of spring seat mounted on a horizontal link riding on a vertical spring suspended pillar. The horizontal member is linked to a frame lug in front and is flatted aft to pass through a slot in the upright post. A bolt passes through both members at their slot junction, giving a hinge bearing.

The usual compression and recoil springs, with central separator are enclosed in the seat tube. One of the real novelties of the show is the Thor two-speed which is mounted on the rear hub. It is a planetary system with the gear ratios obtained by sliding dog toothed discs having a lateral motion. The disc clutch running metal to metal, is mounted on the underground countershaft of the motor base group, and the clutch and two-speed control are centralized in one lever working in a sector.

On the control lever is a notched plunger, which when depressed to the required degree, switches the operating lever, so as to bring the desired speed into engagement when the lever is advanced. Of course the interlocking clutch and gear control provides for the engagement of the speed disc dogs before the clutch takes hold, and vice versa so that the gearset cannot be damaged by shifting with the clutch in. When the lever is far forward the gears and clutch are in and on the aft



Yale Mechanical Oil Pump



Yale Twin Horizontal Cylinder Flanges

position are out, with the neutral notch in the center.

Tension plungers in the fork form the suspension foundation for cushioning front wheel shocks. The fork sides are carried up past the crown to give a double stem handlebar mounting. Included in the other "double" units, is a multiple jet carbureter with two spray nozzles, and two hand regulated air adjustments in addition to the main air port. The Bosch armored type magneto is mounted forward of the motor and secured by a quick "breaking" strap fastening.

Except for the cylinder dimensions and co-related parts, the big single and twin are replicas throughout. One of the clever features of the magneto installation is the provision for quick dismounting without deranging the timing, providing the motor is not turned over after the magneto comes off. By removing a screw in the magneto gear housing the instrument, together with its pinion may be dismounted and slipped back without retiming.

While the gear driven disc pump takes care of the lubrication, an emergency sight feed system is fitted, which will automatically oil the motor should the pump become clogged. The motor is supported at the top by a steel girder brazed to the lower truss tube of the frame. Automatic chain lubrication is provided by leading the motor base breather tube around to exhaust on the chain where a constant film of oil is sprayed when the motor is running.

The 4-horsepower model will be continued in its standard form. either with undergeared chain drive, or flat belt with the elongating frame for taking up belt slack. Not the least interest compelling point of the new Thor is the distinctive finish in pure white, which will distinguish it instantly in any gathering.

CONSOLIDATED MFG. CO.—YALE.

Show Staff—A. B. Coffman, D. J. Welch, F. J. Cornish, L. Goldsmith.

Models Displayed—Two 4-horsepower singles; two 5-horsepower twins; one 7-horsepower twin; sectioned parts.

What is New—A 5-horsepower twin, incorporating many original Yale earmarks, as well as standard construction in general, is the youngest member of the 1912 family, having yet to celebrate its first birthday. It is a smaller replica of its big brother, the "7." Perhaps the most noticeable change is the casting of the cylinder flanges on the twins horizontal with the road, giving a free circulation of air among the inclined cylinders. This is a Yale feature.

Yale is the only manufacturer who has adopted the mechanical pump oiler this year, making three who now use it. It is driven off one of the magneto idler gears, and has two leads, one to the front cylinder, and the other to the motor base. An auxiliary hand pump provides a dual system of lubrication. A clutch now is standard equipment, the Eclipse make being used, and clutch and idler control are independent, the levers traveling in a double sector on the tankside.

Stress is laid on the use of long stroke motors, which are claimed to deliver more power per cubic inch displacement, use less fuel per horsepower and have greater flexibility and pulling power at low piston speeds. Additional safety has been incorporated in the steering gear, by carrying the fork sides up flush with the frame head, affording a three-point anchorage for the handlebars.

Among the prominent detail refinements that impress favorably are the use of 2¾-inch tires, priming cups on the cylinders, heavier spokes, larger head fittings, wide fenders, a horizontal sliding seat post, eccentric yoke pedal chain adjustment, and a locking grip control, permitting the holding of the valves open without continuous hand pressure on the grip.

As to be expected there was considerable racing talk, particularly at the exhibits of the makers who sic their machines against the stop watch, and the Bicycling World's exhaustive and exclusive racing resume and record tables, in the show forecast number, were very popular wherever the speed fans gathered.

It is an all-American show, no foreign motorcycles being exhibited.

Mechanical Data on Motorcycles at Garden Mart

MODELS BUILT

Minneapolis — Two chain; two belt; all singles.
Indian—Six chain; one belt; four singles, three twins.
Yale—Four belt; two singles, two twins.
Pierce — Three belt; one shaft; three singles, one four-cylinder.
Excelsior—Two chain; four belt; four singles, two twins.
Thor — Four chain; three belt; six singles, one twin.
Henderson—One shaft, four cylinder.
R-S—Two chain; two belt; three singles, one twin.
Schickel—One belt; single cylinder.
Emblem—Three belt; two singles, one twin.
New Era—Three chain; all singles.
Merkel—Chain or belt, optional on all models; two singles; two twins.
Harley-Davidson — Three belt; one chain; two singles, two twins.
Flanders—One belt; single cylinder.
M-M—Four belt; three singles, one twin.
Pope—One belt; single cylinder.

NUMBER AND TYPES SHOWN

	Singles	Twins	Fours
Minneapolis	4		
Indian	3	3	
Yale	2	3	
Pierce	3		1
Excelsior	3	3	
Thor	4	1	
Henderson			1
R-S	3	1	
Schickel	1		
Emblem	4	1	
New Era	3		
Merkel	2	3	
Harley-Davidson	2	2	
Flanders	5		
M-M	3	1	
Pope	3		

AVERAGE WEIGHTS

Minneapolis—225 pounds.
Indian—225 pounds.
Yale—185 pounds.
Pierce—185 pounds.
Excelsior—190 pounds.
Thor—210 pounds.
Henderson—250 pounds.
R-S—250 pounds.
Schickel—175 pounds.
Emblem—210 pounds.
New Era—225 pounds.
Merkel—170 pounds.
Harley-Davidson—225 pounds.
Flanders—160 pounds.
M-M—165 pounds.
Pope—160 pounds.

MAKE OF MOTOR

Minneapolis—Minneapolis.
Indian — Hedstrom; name cast on base.
Yale—Yale, name cast on base.
Pierce—Pierce.
Excelsior—Excelsior; name cast on base.
Thor—Thor; nameplate on base.
Henderson—Henderson.
R-S—R-S; name cast on base.
Schickel—Schickel two-cycle.
Emblem — Emblem; name cast on base.
New Era—New Era.
Merkel—Merkel; name cast on base.
Harley-Davidson — Harley-Davidson; name cast on base.
Flanders — Flanders; name cast on base.
M-M—M-M.
Pope—Pope; name cast on base.

CYLINDER AND HEAD CASTING

Minneapolis—2-piece.
Indian—2-piece.
Yale—1-piece.
Pierce—1-piece.
Excelsior—1-piece.
Thor—1-piece.
Henderson—1-piece.
R-S—1-piece.
Schickel—1-piece.
Emblem—1-piece.
New Era—1-piece.
Merkel—1-piece.
Harley-Davidson—1-piece.
Flanders—1-piece.
Flanders—1-piece.
M-M—2-piece.
Pope—1-piece.

MOTOR BEARINGS

Minneapolis—Schaefer balls.
Indian—Plain bronze.
Yale—Plain bronze.
Pierce—Double balls on singles; plain bronze on four cylinder.
Excelsior—Plain bronze; roller on twin lower connecting rod.
Thor—Ball and roller on "5" single and "7" twin; roller and plain bronze on "4" single.
Henderson—Plain bronze.
R-S—Balls.
Schickel—F. & S. balls.
Emblem—Balls.
New Era—Balls.
Merkel—Balls.
Harley-Davidson—Rollers on chain twins; others plain bronze.
Flanders—Plain bronze.
M-M—Rollers on 4½ single; others plain bronze.
Pope—Plain bronze.

MOTOR BASE OIL WINDOWS

Minneapolis—Two; right and left side.
Indian—One; right side.
Yale—One; right side.
Pierce—One; right side on single; left side on four-cylinder.
Excelsior—None.
Thor—None.
Henderson—None.
R-S—One; right side.
Emblem—One; right side.
New Era—One; right side.
Merkel—One; right side.
Harley-Davidson—None.
Flanders—None.
M-M — One; right side on 4½ h.p. single; none on other models.
Pope—One; right side.
Schickel—None.

CARBURETER

Minneapolis — Schebler special.
Indian — Hedstrom multiple jet.
Yale—Heitger and Breeze.
Pierce—Breeze and Schebler.
Excelsior—Schebler.
Thor—Thor multiple jet.
Henderson—Breeze.
R-S—Schebler.
Schickel—Schebler.
Emblem — Heitger and Schebler.
New Era—Acme.
Merkel — Merkel-Acme and Heitger.
Harley-Davidson—Schebler.
Flanders—Kingston.
M-M—Schebler.
Pope—Breeze.

IGNITION

Minneapolis—Bosch magneto only.
Indian—Bosch magneto only.
Yale—Bosch magneto; battery.
Pierce—Herz magneto only.
Excelsior — Bosch or Herz magneto; battery.
Thor—Bosch magneto; battery.
Henderson—Bosch auto type magneto only.
R-S—Bosch magneto only.
Schickel—Eisemann magneto only.
Emblem — Herz magneto; battery.
New Era—Bosch magneto; Delco battery system.
Merkel — Bosch magneto only.
Harley-Davidson — Bosch magneto; battery.
Flanders—Splitdorf magneto only.
M-M—Bosch magneto; battery.
Pope—Herz magneto only.

MAGNETO LOCATION AND DRIVE

Minneapolis—Rear of cylinder; enclosed gears.
Indian—Front of cylinder; enclosed gears.
Yale—Rear of single cylinder, front of twins; enclosed gears.
Pierce—Front of cylinder; enclosed gears.
Excelsior — Rear of single cylinder, front of twins; enclosed gears.
Thor—Front of cylinder; enclosed gears.
Henderson — Left side of motor; shaft and spur gears.
R-S—Rear of cylinder; enclosed gears.
Schickel — Right side of motor, enclosed in housing; spring drive, no gears.
Emblem—Front of cylinder; enclosed gears.
New Era—Front of cylinder; enclosed gears.
Merkel—Front of cylinder; enclosed gears.
Harley-Davidson — Front of cylinder; enclosed gears.
Flanders—Front of cylinder; enclosed gears.
M-M—Front of single cylinder, midway on twin; enclosed gears.
Pope—Front of cylinder; enclosed gears.

MUFFLER CUT-OUT

Minneapolis—Yes, in response to demand; opposed to fitting.
Indian—Yes, in response to demand.
Yale—Yes, in response to demand.
Pierce—Yes, in response to demand.
Excelsior—Yes, in response to demand.
Thor—Yes, in response to demand.
Henderson—No.
R-S—Yes.
Schickel—No.
Emblem—Yes; favorable to fitting.
New Era—Yes, in response to demand.
Merkel—Yes, in response to demand.
Harley-Davidson—Yes, in response to demand.
Flanders—No.
M-M—Yes, in response to demand; strongly opposed to fitting.
Pope—No.

CLUTCH

Minneapolis — Minneapolis multiple disc.
Indian—Indian multiple disc.
Yale—Eclipse multiple disc.

Pierce—Eclipse multiple disc on singles; Pierce multiple disc on four cylinder.
Excelsior — Eclipse multiple disc.
Thor—Thor multiple disc.
Henderson—Eclipse multiple disc.
R-S—Eclipse multiple disc on belt models; R-S cone on chain models.
Schickel—None.
Emblem — Eclipse multiple disc.
New Era—New Era cone.
Merkel — Eclipse multiple disc.
Harley-Davidson — Harley-Davidson multiple disc.
Flanders — Eclipse multiple disc.
M-M—M-M expanding band and Eclipse multiple disc.
Pope—None.

SPEEDS

	One	Two
Minneapolis	1	2
Indian	5	1
Yale	5	
Pierce	3	1
Excelsior	6	
Thor	3	2
Henderson	1	
R-S	4	
Schickel	1	
Emblem	5	
New Era		3
Merkel	5	
Harley-Davidson	4	
Flanders	5	
M-M	4	
Pope	3	

TYPE OF DRIVE

Minneapolis—5-16 Whitney roller chain; 2⅛ Chicago flat belt.
Indian—5-16 Renold and Duckworth roller chain; 1¾ Duxback flat belt.
Yale—1¾ Spartan flat belt.
Pierce—1¾ flat belt; 1¼ V belt; ball bearing enclosed shaft.
Excelsior—5-16 Duckworth roller chain; 2 flat belt.
Thor—5-16 Diamond and Duckworth roller chain; 2 flat belt.
Henderson—5-16 Diamond roller chain.
R-S—5-16 Whitney roller chain; 1¾ flat belt.
Schickel—1¾ flat belt.
Emblem—1¼ V belt; 1¾ flat belt.
New Era—5-16 Brampton and Diamond roller chain.
Merkel—1¼ V belt; 5-16 Renold roller chain.
Harley-Davidson—5-16 Diamond roller chain; 2 flat belt.
Flanders—1¾ flat belt.
M-M—1¾ flat belt; 1 V belt
Pope—⅞ V belt.

AXLE TYPES

Minneapolis—Front: Corbin, quick detachable; rear, fixed.
Indian—Front: Corbin, quick detachable; T. T. models: rear, Indian, quick detachable.
Yale—Front: Eclipse, quick detachable; rear, fixed.
Pierce—Front: Corbin, quick detachable; rear, fixed.
Pierce—Front: Corbin, quick detachable; rear, fixed.
Excelsior — Front: Eclipse, quick detachable; rear, fixed.
Thor—Front: Thor, quick detachable; rear, fixed.
Henderson—Front: Eclipse, quick detachable; rear, fixed.
R-S—Front: Eclipse, quick detachable; rear, fixed.
Schickel — Front: Eclipse, quick detachable; rear, fixed.
Emblem — Front: Eclipse and Corbin, quick detachable; rear, fixed.
New Era—Front: Corbin, quick detachable; rear, fixed.
Merkel — Front: Eclipse, quick detachable; rear, fixed.
Harley - Davidson — Front: Eclipse, quick detachable; rear, fixed.
Flanders — Front: Eclipse, quick detachable; rear, fixed.
M-M—Front: M-M quick detachable; rear, fixed.
Pope—Front: New Departure quick detachable; rear, fixed.

BRAKES

Minneapolis—Thor coaster.
Indian—Corbin band.
Yale—Corbin band; Eclipse. New Departure and Musselman coaster.
Pierce—Corbin and Pierce band.
Excelsior — Corbin band; Musselman and Thor coaster.
Thor—Thor coaster.
Henderson—Eclipse coaster.
R-S—Corbin and R-S band; Eclipse and New Departure coaster.
Schickel — Corbin band; Eclipse coaster.
Emblem — Corbin band; Eclipse, Musselman and New Departure coaster.
New Era—New Era internal expansion.
Merkel—Merkel band; Musselman coaster.
Harley-Davidson — Thor coaster.
Flanders—Thor coaster.
M-M—Eclipse coaster.
Pope — New Departure coaster.

WHEELS

Minneapolis—26 or 28 inch.
Indian—28 inch.
Yale—28 inch.
Pierce—28 inch.
Excelsior—28 inch.
Thor—28 inch.
Henderson—28 inch.
R-S—28 inch.
Schickel—28 inch.
Emblem—28 inch.
New Era—28 inch.
Merkel—28 inch.
Harley-Davidson—28 inch.
Flanders—28 inch.
M-M—26 or 28 inch.
Pope—26 inch.

TIRES

Minneapolis—Goodyear and United States.
Indian—Goodyear and U. S.
Yale—Goodyear, U. S., Diamond and Continental-Erie.
Pierce—U. S.
Excelsior—U. S., Goodyear, Continental-Erie and Diamond.
Thor—U. S.
Henderson—U. S.
R-S—U. S. ,Goodyear and Diamond.
Schickel—Goodyear and U. S.
Emblem — Kokomo, Continental-Erie, Goodyear and Goodrich.
New Era — Diamond and Goodyear.
Merkel—Diamond, Continental-Erie and Goodyear.
Harley-Davidson—Goodyear, U. S. and Continental-Erie.
Flanders—Goodyear.
M-M—Diamond and U. S.
Pope—U. S.

WHEELBASE

Minneapolis—55 inches.
Indian—53 inches.
Yale—57½ inches.
Pierce—54 inches, singles; 60 inches, four cylinder.
Excelsior—57 inches.
Thor—55 inches.
Henderson—65 inches.
R-S—55 inches.
Schickel—57 inches.
Emblem—56 inches.
New Era—62 inches.
Merkel—53 inches.
Harley-Davidson—55 inches.
Flanders—56 inches.
M-M—53 inches, special singles; 54 inches, 4½ single; 56 inches, twin.
Pope—51 inches.

SADDLE

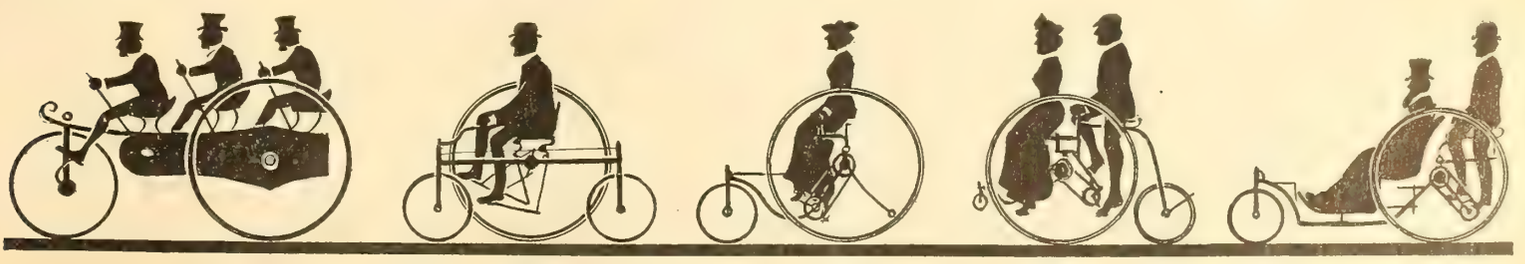
Minneapolis — Troxel and Mesinger.
Indian—Mesinger.
Yale—Troxel and Mesinger.
Pierce—Mesinger.
Excelsior—Troxel.
Thor—Troxel.
Henderson—Troxel.
R-S—Troxel and Mesinger.
Schickel—Mesinger.
Emblem — Troxel, Persons and Mesinger.
New Era—New Era form seat.
Merkel—Troxel and Mesinger.
Harley-Davidson —Mesinger, Persons and Troxel.
Flanders—Troxel.
M-M—Mesinger.
Pope—Persons.

TYPE OF NAMEPLATE

Minneapolis—Decalcomania.
Indian—Decalcomania.
Yale—Metal.
Pierce—Metal.
Excelsior—None.
Thor—Decalcomania.
Henderson—None.
R-S—Decalcomania.
Emblem—Metal.
New Era—Metal.
Merkel—Decalcomania.
Harley-Davidson — Decalcomania.
Flanders—None.
M-M—Metal.
Pope—Decalcomania.
Schickel—None.

STANDARD COLORS

Minneapolis — Dark green with light green and gold stripe.
Indian—Red and blue.
Yale—Battleship gray with blue stripe.
Pierce—Red and black.
Excelsior—Battleship gray with red stripe.
Thor—Pure white with blue and red stripe; dark blue with gold stripe.
Henderson—Black with red stripe.
R-S—Grass green with silver stripe; golden brown with ivory and silver stripe.
Emblem—Red with black and gold stripe; battleship gray.
Schickel—Battleship gray.
New Era — Battleship gray with steel and gold stripe.
Merkel—Orange.
Harley-Davidson—Battleship gray with red and gold stripe.
Flanders—Black.
M-M—Red.
Pope—Light gray with blue stripe.



Grist Ground at Garden Mill During Show Week

From what George Kreamer, of Brooklyn and other points West, told a Bicycling World man at the show, it looks as if he would have a big finger in the building of a quarter-mile board motorcycle track in Providence, R. I. Kreamer was in Providence on January 6, at a conference, at which were present Fred C. Perkins, owner of Narrangansett Park, where the proposed track will be built; B. A. Swenson, and Jefferson K. Crafford, the latter composing the committee representing the Providence Motorcycle Club, which is interested in the deal. An effort also is being made to induce the other local organization, the Rhode Island Motorcycle Club to participate. At a tete-a-tete, it was decided to get down to brass tacks, and incorporation papers will be filed for the Narragansett Motordrome Company, with $15,000 capital, of which $10,000 will be paid in. Perkins agreed to put up $5,000, and the club to furnish the remainder through stock subscription among the members at $10 a share. The track will be built inside the mile oval at Narragansett, and while Kreamer declined to make known the degree of banking that will be used, he stated that the dish will be steep enough to hold any speed that a present-day or near future racing machine can develop.

Kreamer likely will figure as the builder only, as he disclaims having any further connection with the project. He is bidding for the contract and has been asked to submit figures, which he now is preparing. He states that he has become identified with a prominent engineering concern in New York City, and is prepared to undertake the erection of board tracks on a basis of a guaranteed speed. He states further, that Jack Prince, has not been considered at all in the Providence enterprise.

Perkins is wealthy, Swenson is the largest motorcycle dealer in the State, and Crafford is the head of a large automobile agency, and a motorcycle enthuiast. Narragansett Park is accessibly located, and is reached by several trolley and steam lines, being but half an hour from the Union station in Providence.

There was not a little talk over the presence of the Bosch enclosed magneto on several makes, when it had been tacitly intimated that it would be an exclusive Indian feature, for some time, at least. The housing idea is said to have been conceived and developed in the Indian plant. Merkel, Thor and Yale also were fitted with this type. It was with considerable glee that A. B. Coffman, of the Yale, stated that he had taken an ordinary open-type Bosch, and fitted a housing from castings made at the Yale factory, and that the job was good enough to deceive George M. Hendee, when the latter looked over his show neighbor's display. It would seem the most natural thing in the world, for a manufacturer, who wanted the enclosed type very urgently, and was unable to obtain it, to have patterns made and fit a housing of his own to the open type instrument. One prominent maker, who did not have the enclosed magneto on his machine, when asked if he was keen for it, stated that he was not, as his magneto was mounted in back of the cylinders where it was protected from mud and water, and that the chief demand for it would be from makers who placed the instrument in front of the cylinders where it was more exposed to moisture.

B. A. Swenson, of Providence, R. I., breezed in Tuesday. He created a big laugh at the Indian booth, with a story of a recent customer from the suburbs, who carried his money in his stocking. After the customer had selected his machine, Swenson took him in his office to make out the sale slip, and while so doing, the visitor began removing one of his shoes. Swenson noticed it, but said nothing, thinking that his customer had some sand, or perhaps a nail, in his shoe, that was painful. Following the shoe, came the sock, and then the visitor reached down in the toe and brought forth a roll of bills. "I a'int takin' no chances on gettin' my pocket picked on the way here," he remarked with a wide grin, as he proceeded to replace his footwear.

There was considerable rivalry among the motorcycle exhibitors to see who would register the first bona fide sale, and Joseph Buckingham, of the Harley-Davidson, scored on a close play. He claims to have landed Henry Fisher, of Southold, L. I., at 1 P. M., Saturday, January 6, and produced Fischer's check as "Exhibit A," to support his statement. According to Buckingham, Fisher was browsing around, while the exhibits were being made ready for the opening, and engaging him in conversation, pointed out Harley-Davidson features so convincingly, that a deal soon was closed. George Jenkins, of the M. M., was a close second, and he thought for a time that he was first, for he reported a sale before the show opened too, but at 4 P. M.

The Tourist Trophy at the Indian stand, was the only prize on exhibition on motorcycle avenue, and proved a top line drawing card. It was brought over especially for the New York and Chicago shows, and will go back to England immediately after the latter exhibition closes. One enthusiastic Indian rider, was heard offering to wager that it would be in this country at the next show, but no one took him up. The trophy is a sterling figure of Apollo, balanced on a winged wheel, and holding a wreath of victory, and is valued at $1,000. It is the most valuable trophy ever presented for motorcycle competition.

J. B. Webb, of the United States Tire Company, who has been special representative of the motorcycle tire department for New York City, has had his territory expanded to include the company's eastern district, embracing the Atlantic seaboard from Maine to Florida. Webb, will be a traveling free lance, his duties consisting of visiting the branches, and cooperating with the managers in the developing of motorcycle tire sales in their respective territories.

W. H. Snyder, who is agent for the Emblem at Columbus, O., and who is also one of the officials of the Columbus Motorcycle Club, was "on the job" early and late booming Ohio's capital city for next summer's National assembly of the Federation of American Motorcyclists. He certainly has some nice things to say in favor of Columbus, and they were listened to attentively. If Columbus get the assembly much of the credit will be due to Snyder's effective work.

B. A. Swenson (Indian), J. C. Loftes (Harley-Davidson) and Hirah Baxter (Excelsior), Providence, R. I., dealers, who are at the show, will exhibit at the big automobile show in the Providence Armory, during the week of January 20-27. It will be the largest show in New England, surpassing even the Boston show, while the main floor space will exceed that of the Garden arena.

Swenson, of Providence, said that the annual banquet of the Providence Motorcycle Club, would occur Sunday night, January 28. There will be gasoline, oil, spark plugs and vaudeville, and the committee of arrangements has promised that last year's affair will be outdone. Those who were there haven't forgotten it yet.

Hirah Baxter, Providence, R. I., agent for the Excelsior, came to the show with Mrs. Baxter, on a honeymoon. It happened in Attleboro, Mass., about a month ago.

INITIAL TRADE DINNER EXCEEDS ALL ANTICIPATIONS

Great Gathering Presages Bright Future for Cause of Both Branches of the Cycling Sport and Industry—Olympic Fund Increased Materially—Project Gaining Steadily—Popularity Vote in Full Swing.

Supscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	54.00
The Standard Co., Torrington, Conn.	25.00
Traveling Salesmen of Pope Mfg. Co.	25.00
New England Wheelmen, N. Y. City	20.00
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N Y	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
Reedley Bicycle Club, Reedley, Cal.	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Biltimore, Md.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E. Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
Geo. Steinert, Brooklyn, N. Y.	1.00
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H. Greisenbruch, Hamilton, Bermuda	1.00
Jos. Scheider, Buffalo, N. Y.	1.00
P. Wollenschlager, N. Y. City	1.00
Lester Morton, Arbury Park, N. J.	1.00
F. J. Herbert, Fall River, Mass.	1.00
Emil Trunk, Brooklyn, N. Y.	1.00
George Thorakot, N. Y. City	1.00
Frank Blatz, Jersey City, N. J.	1.00

Successful to a degree beyond all expectations, and establishing a precedent that without doubt marks an epoch in New York's voluminous history of the trade and sport, both of the bicycle and motorcycle, the first annual dinner, January 10, at the Hotel Earlington, under the joint auspices of the Motorcycle Dealers' Association of Greater New York and the United Cyclists, to the visiting manufacturers of those and allied lines, was easily one of the leading social events provided for their entertainment during "show week." In magnitude and achievement of its announced objects, it may well be ranked with the most effective of the many kindred affairs which occurred in crowded sequence throughout the first week of the Twelfth Annual Automobile Show in that city.

The much desired and heretofore apparently unattainable "get-together" spirit amongst manufacturer, dealer and rider was most gratifyingly exemplified. That



ARTIST MERRICK'S MENU CARD

far-reaching beneficial results will accrue to all concerned, is the consensus of opinion of recognized leaders of years' standing; to whom, and all present, the assemblage of 174 representatives of the various interests with a unity of purpose—the common good—was indeed a revelation and a fitting tribute to the untiring energy and ceaseless effort since the inception and launching of the idea by President H. A. Gliesman of the Motorcycle Dealers' Association, and who was so ably assisted from the beginning by J. A. Hall, the United Cyclists' president.

Immediately after those present were seated, Toastmaster A. G. Batchelder introduced the newly elected president of the Amateur Athletic Union, Gustavus T. Kirby, who explained that a previous engagement necessitated his early absence from the festivities, and then proceeded clearly and concisely to state the object of the American Olympic Committee, and demonstrated that to insure the winning of the games by the United States at the Fifth Olympiad, all branches of sport should be represented; congratulating those who had carried the work thus far in creating a fund to send a bicycle team, assuring them of the appreciation by the general committee, and recommending it as a most worthy object for support by all connected with every branch of the industry and sport for business and patriotic reasons.

In closing, Mr. Kirby announced a $100 subscription to the fund by Frank B. Mihlon, one of the proprietors of the Newark Velodrome. The donation was tendered by John M. Chapman, manager of that track, through R. F. Kelsey, chairman Board of Control of the National Cycling Association. The reception of this, the largest contribution so far made, was most appropriate, and then was taken up the discussion of the repast—a delectable one—with an orchestra in attendance as part of the proceedings.

The remarks following the dinner were under the able guidance of the veteran A. G. Batchelder, for years connected with cycling in various official capacities of National importance, and now chairman of the executive committee of the American Automobile Association, and who, if possible, in the present instance exceeded himself in the happy function of toastmaster.

Instructive, entertaining addresses were made by the dozen or more gifted speakers on their respective subjects. H. A. Gliesman, "The Motorcycle and Organization;" A. B. Coffman, "The Motorcycle Manufacturer;" J. A. Hall, "The Olympic Bicycle Team;" Will R. (Happy Days) Pitman, "Cycling, Its Beginning in America and History;" George H. Hamilton, "The Federation of American Motorcyclists;" Fred I. Willis, "The Duty of Supporting the American Olympic Bicycle Team;" A. Eugene Bolles, "The Trade Paper, Its Relation and Fealty to the Industry and Sport;" Mark Eisner, counselor for the Motorcycle Dealers' Association: "An Appeal for the Cause of the American Olympic Bicycle Team;" J. P. Thornley, "The Motorcycle Racing Situation;" O. P. Warlick, "Motorcycling, United Cyclists, and F. A. M.;" W. F. Remppis, "Reply of the Bicycle Manufacturer and the Present Day Relations to the Sport;" J. W. Brandt, "Cy-

cling and the Olympic Team." Thus ended a most enjoyable and profitable event.

Send in Your Choice of Riders.

The first mail vote in the rider's popularity contest as propagated in these columns last week, was submitted by Charles Hansen, an enthusiastic worker for the cause in Jersey City, N. J. Hansen's vote received the time stamp of 4 P. M., January 9, it having been received at this office at that time. This first ballot reads: "My choice for twelve amateur bicycle riders for the American Olympic Bicycle Team is as follows: Frank Blatz, Jr., Gus Wohlrab, Joe Kopsky, John Becht, Charles Hansen, Alvin Loftes, Jesse Pike, Paul Heidrich, Stanley Carman, Carl Ericson, Isadore Taub, Joe Schieder. Signed: Charles Hansen, 81 Montgomery street, Jersey City, N. J."

The interest in this contest already gives promise of reaching immense proportions, for in addition to securing the honor of being the first to register his vote, Hansen submitted a list of 25 names requesting that voting blanks be sent them in accordance with the suggestion in the announcement. There also is much interest manifested in other directions. Every Borough in Greater New York has been heard from. Providence has some very enthusiactic rooters. Baltimore, as usual, is busy sending in votes. That hotbed of bicycle racing, Newark, N. J., put up a close race to register the first ballot.

Other names noted on the ballots at hand are: Bert Baker, Franklin Fisher, H. Kaiser, Frank Mehrmann, August Leimbach, Charles Thoms, William Leimbach, Jack Townsend, D. J. McIntyre, Fred Perreault and Walter Raleigh.

Now that the ball is started, keep it rolling, send in your votes and do not fail to send the list of names with addresses, to whom you wish voting blanks sent; they will be amply and promptly supplied. Here again is the prize list and conditions of the contest, with a blank attached for your immediate use. "Vote early and often."

First prize, $10—To the person first voting the complete team of twelve amateur riders in the United States which receives the highest number of votes.

Second prize, $5—To the next complete vote received. Two years' subscription each to the next five. One year's subscription each to the next ten. All votes as received will be stamped with time and date.

The reader of this paper may send in his vote on the following coupon.

Use this blank for sending in your vote.

My choice for twelve amateur bicycle riders for the American Olympic Bicycle Team is as follows:

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Signed . . . . . .

Address . . . . . .

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Send your list for voting blanks to the bicycle editor, The Bicycling World Co., Box 649, New York City.

Campaign Producing Diversified Benefits.

The fund took a big upward jump this week, going from last week's total of $199 to $335, a gain of 68⅓ per cent.

The manufacturer first to subscribe to the fund is the Standard Company, from whose plant in Torrington, Conn., come practically all this country's bicycle spokes.



FIRST ANNUAL DINNER OF THE MOTORCYCLE DEALERS' ASSOCIATION AND UNITED CYCLISTS AT THE HOTEL EARLINGTON, NEW YORK CITY, JANUARY 10, 1912

GOULLET AND HEHIR WIN

Capture First Six-Day Australian Race at Sidney, with $3,750 as Their Share of the Collateral.

Brief cablegrams from Sydney, Australia, bring the news, most welcome to the many American friends and admirers of Alfred Goullet and Paddy O'Sullivan Hehir, of their winning the first six-day race held in the Antipodes. The race was held on the three-lap asphalt track at the Sydney Cricket Grounds in the open air and started on New Year's Day, and ran continuously until Saturday night, January 6.

The race was a mammoth affair, forty teams starting, the prize money was $5,000 of which the winners received $3,750. Second and third were respectively, $1,000 and $250. There also was extra prize money for the team which made the best mileage, the team which had the best record for one day and the team which made the best hour record.

Besides Goullet and Hehir, native Australians, who have become very popular with the followers of the game in this country during their two years' riding at various tracks, there also rode in the Sydney race, two likewise well-known Americans: Iver Lawson and Worthington Longfellow Mitten. It will be recalled by readers of Bicycling World that at the time when announcement of the proposed Australian races was made during the closing weeks of the past season, the latter two secured contracts as also did Jackie Clarke which included transportation. Goullet and Hehir were not so favored, and took the trip on their own hook, declaring "they would warm somebody's heels," and that they did so is evident. Clarke did not sail in time to take part in the Sydney race, remaining here to ride with Fogler in the Madison Square Garden race, which they eventually won, although to not quite so loud a tune of the "merry jingle."

Clark is now on his way to Australia and will ride in the Melbourne race next month with Gordon Walker as partner; there they will have opportunity to match endurance and speed with Goullet and Hehir and Lawson and Mitten on a five-lap outdoor track, under the broiling midsummer sun of the southern hemisphere.

New England Wheelmen's "Cork" Races.

During the year 1911 the New England Wheelmen of New York held their series of "cork" races, which were run off every Sunday morning on the Pelham Parkway in the Bronx. The first four men to finish in each race were credited with points; the three men with the greatest number of points at the end of the year to be awarded gold, silver and bronze medals. The distance of the race each Sunday was 6¼ miles. The competition in this series was very keen, blanket finishes being the rule, and provided interesting entertainment for the many spectators. The score in this competition is as follows: First, Joe Kopsky, 31 points; second, George Polacsy, 25; third, B. Baker, 23.

Stanley Carmen, the well-known amateur, posted a valuable gold medal for the member winning the greatest number of points in these "cork" races from November 5 to December 31. This medal was awarded to Donald J. McIntyre, who rolled up a total of 12 points. B. Glemba, the treasurer of the club, offered a silver cup to the member making the best time for 10 miles, unpaced, on the road during the year. This cup was won by Bert Baker, who established a record for the year at 10 miles of 28:50. The first "cork" race for the season of 1912 will be run off on Pelham Parkway on March 3, and every Sunday morning thereafter, starting at 10 o'clock.

Close Scores in Crescent B. C. Runs.

Baltimore, Jan. 8.—Charles H. Thoms and August Leimbach tied with 215 points each in the run attendance contest of the past season of the Crescent Bicycle Club, Baltimore, they having attended all of the 43 runs held by the club.

With a penalty of but five points, William Leimbach finished in the next position with 210 to his credit; in addition he was the only member to win a meritorious medal in 1911. This medal is offered each year to those members who ride at least 5,000 miles, attend at least 75 per cent. of the club runs and secure three new members for the club. Leimbach's record is 10,335 miles, 25 centuries and over 97 per cent. of the runs.

There were 12 races for class "E" riders; eight for class "D," five for class "B," and two for class "A." The final standing in the class series follows:

Class A—Langdon M. Sanborn, August Leimbach and William Leimbach.

Class B—Thomas W. Baker and Charles H. Thoms.

Class C—Alfred J. Baker, J. Fred Huber and C. Edward Berigtold.

Class D—Fred M. Sanborn, George Peilstocker, Joseph F. Solan and William Vogel.

Class E—Charles Baquol, Fred E. Mommer, Joseph Casey, John Shaney and Carroll Keller.

The run attendance score in points is as follows: Charles H. Thoms and August Leimbach, 215 points each; William Leimbach, 210; Fred M. Sanborn, 205; Langdon M. Sanborn, 195; Alfred J. Baker, 135; J Fred Huber, 125; Thomas W. Baker, 95; C. Edward Berigtold, 75; John W. Trost, 55; George Peilstocker, 45; William Vogel, 25; Joseph Solan and Joseph Casey, 20 each; G. A. Miller and Fred S. Plitt, 15 each; John Shaney, John Andreas and William Foos, 10 each; Charles Baquoi and Frank Fertitta, 5 each.

BARDGETT SECURES PROVIDENCE

Will Conduct Bicycle Racing on Melrose ark Track in That City—Promises a Big Season.

Walter A. Bardgett, who for the past ten or twelve years has been well-known as a prize-winning professional rider, and who, last summer officiated as referee at the Newark (N. J.) Velodrome, has taken over the management of the Melrose Park cycle track, at Providence, R. I. The track is one of the most popular bicycle racing courses in New England.

Manager Bardgett left for Providence on Tuesday of the present week, taking with him the good wishes of his many friends for his success. He proposes to give to cycle sport lovers in the city founded by Roger Williams, the very best competition in motor-paced and other forms of bicycle competion. All the big contending star riders that illuminate racing at the Newark track will ride at Providence during the coming summer. The track will be a night stop on the New England and National Circuits on Friday evenings, and of course the National holidays will be utilized for big racing features.

Century Road Club of America Election.

The election for National and State officers of the Century Road Club of America was held by mail ballot. The entire body of National officers was re-elected, while those chosen in the New York State Division are all active, experienced men, who have been at the helm in various capacities, assuring safe guidance for the club during 1912. Those to serve for the ensuing year are as follows:

National officers—President, John Bailie, New York City; first vice-president, F. H. Watrous, Chicago; second vice-president, Emil Leuly, West Hoboken, N. J.; treasurer, Fred I. Perreault, Malden, Mass.; secretary, Fred E. Mommer, New York City.

New York State Division—Centurion, Emile E. Fraysse; secretary-treasurer, Julius G. Schmidt; captain, Clinton B. Walker; first lieutenant, Emil Trunk; second lieutenant, Hugo Hintze. Chairmen of Committees—Century, Henry C. Sommer; entertainment, Adrian P. Bastide; press, Herman Geiler. Board of Governors—E. E. Fraysse, Julius G. Schmidt, Henry C. Sommer, Fred E. Mommer, Emil Trunk.

Cyclists to Whirl at I. A. A. C. Games.

A three-mile flat floor bicycle race open to all amateurs, is scheduled on the long athletic program of the Madison Square Garden games of the Irish American Athletic Club, New York City, to be held on Thursday evening, January 25. The Irish American A. C. races are always popular, and a big entry list is assured.

BABY BLISS PASSES AWAY

Well Known as the Largest Bicycle Rider —He Died of Gas Asphyxiation at Bloomington, Illinois.

"Baby" Bliss is no more. By this name he was known in the hey-day of cycling during the early and middle "nineties." To his friends and business associates he was Leonard Bliss. In addition to the fame which accrued to him as the biggest man who ever rode a bicycle he also was known as the world's champion heavyweight athlete, and was reputed to be the largest man in the world. He tipped the scales at the modest weight of 575 pounds, and was in his forty-sixth year.

"Baby" was found dead, January 4, at his home at Bloomington, Ills., where he had been living alone. Having been missed by his neighbors, the door was forced in by the police and the body was found seated in a mammoth arm chair of his own manufacture, in front of a gas stove. The cocks had been accidentally turned on and death resulted from asphyxiation. There is a theory that he committed suicide, but this is scouted by his friends, as he was the soul of geniality and never known to be despondent.

A world of memories is recalled to old-time followers of the bicycling game by the death of the world-famed heavyweight athlete. When road races were the big holiday sporting events in Chicago "Baby" Bliss was a regular starter, but seldom a finisher.

James Levy, of Chicago, who years ago was captain of the Chicago Cycling Club, was the man who remembered the race in which Bliss finished.

"It was back in 1898 or 1899 that 'Baby' sprung the sensation of the year by covering the entire route of the annual July 4th race to Pullman," said Levy. "He had been a regular starter for years, generally being given a handicap of 25 minutes or so, but he usually stopped at the first refreshment parlor instead of going through the race.

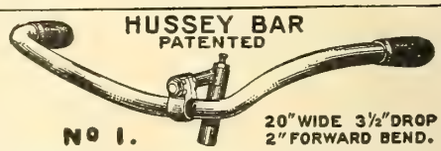
Bliss was known the world over. He started his career in the cycling world about 1893 and was employed by the Fowler Cycle Mfg. Co., to advertise its products. He visited county fairs all over the United States, gave exhibitions at race meetings and afterward journeyed to Australia and Europe to advertise bicycles.

When his services were no longer required in the bicycle business, Bliss went into the show business, traveling with circuses to many countries, and was shown as the world's heaviest man. His dimensions were as follows: Height, 6 feet 4 inches; waist, 72 inches; hips, 86 inches; chest, 66 inches; thigh, 42 inches; calf, 27 inches; collar, 21 inches; hat, 7⅝; socks, 12½; shoes, 13; weight, 575 pounds.

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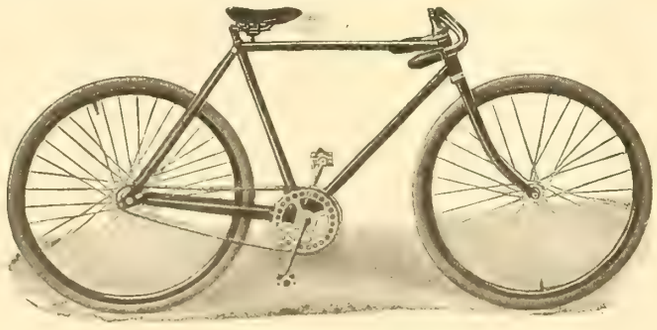
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10 cents per line; 15 cents per line if in capital letters. Cash with order.

FORTY CENTS buys sample dozen of dandy 2-inch size rubber tube patches. Very best quality rubber C. J. TRUCKENBROD, West Brooklyn, Ill.

MOTORCYCLE REPAIRS — Indians, Harleys, Thors, all makes, more especially the foregoing account large stock of parts, frames, forks, clutches and engine parts; expert labor, modern facilities enable us to do expert work in least time, consequently least cost; no job too simple, none too difficult; nickeling, enameling, brazing, welding, lathe and general machine work; now's the time; get work done now; don't wait for rush season. WHIPPLE, The Motorcycle Man, Whipple Motorcycle Building, 1227 W. Jackson Blvd., Chicago, Ill.

BARGAIN—Late 1911 twin Merkel; new Watawata belt and other extras, $195. Write W. COLGROVE, Smethport, Pa.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; and sundries. TIGER CYCLE AND AEROPLANE CO., 782 Eighth Ave., New York.

FOR SALE—40 motorcycle engines, $15 and up. EMORY F. PHELPS, 4 Bennett St., Bridgeport, Conn.

B & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the countershaft type. BUSHNELL & CANNON, 1268 East 80th St., Cleveland, O.

FOR SALE—Wagner motorcycle in good condition, $90. F. E. GAIN, Inka, Ill.

MOTORCYCLES—Indian, $35; Wagner, $40; Thor, $60; others almost new, cheap. Sell Excelsior, M-M, Greyhound; payments. KNIGHT'S, 251 12th St., St. Louis, Mo.

THE latest and best guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. MOTORCYCLE EQUIPMENT CO., Hammondsport, N. Y.

FOR SALE—One new 4 H. P. Mag. Merkel, spring frame, $150; one new 6 H. P. twin Mag. free engine Merkel, spring frame, $240; two new 3½ H. P. Mag. Popes, each at $140; one new 4 H. P. Mag. free engine chain Indian, $175; one new 2¾ H. P. Mag. free engine chain Indian, $150. And a few good second-hand machines cheap. G. W. CAMPBELL & CO., 304 West 4th St., Waterloo, Ia.

FOR SALE—500 Keim two-piece hangers, complete less cups, $1.25 each. HUB CYCLE CO., 40 Portland St., Boston, Mass.

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MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

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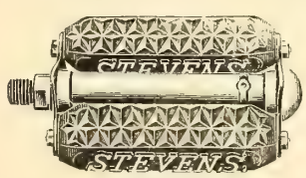
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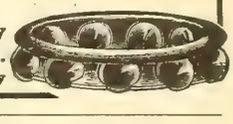
would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the

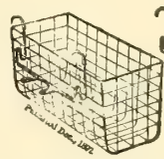


Star Ball Retainers

Who? Tell Us

The STAR Ball Retainer Company
LANCASTER, PA., U. S. A.
and Berlin, S.O. 36, Germany





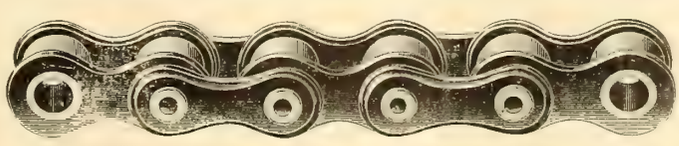
DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

Special Stampings FROM SHEET METAL

THE CROSBY CO., Buffalo, N. Y.



"DUCKWORTH"

The Quality Chain of America. Made of extra high grade steel. Specially treated. They have the wearing qualities.

DUCKWORTH CHAIN & MANUFACTURING COMPANY, Springfield, Mass.

DEALERS' DIRECTORY

NEW YORK, N. Y.

TIGER CYCLES & AEROPLANE CO.,
782 8th Ave. Phone Bryant 1268
THOR, RACYCLE and MERKEL Motorcycles.
Racycle, Pierce and Tribune Bicycles.
Repairing Accessories.
Aeroplane Wheels, Tires and Other Supplies.

F. B. WIDMAYER CO.
2304 Broadway, near 84th St. Phone, 4376 Schuyler
New York Distributors for the
Flying Merkel and New Era Motorcycles, Vans, Etc.
Indian and Merkel Parts, Repairs, Storage,
Peerless Bicycles, Etc.

T. J. SIXSMITH,
203 W. 100th St. Phone, Riverside 8861
Agent for INDIAN, XLCR and R-S Motorcycles
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Parts for all makes, Repairs, Storage

J. C. FOLEY, Motorcycle Garage,
Jerome Avenue and 165th Street New York
Agency for Indian, Thor and R-S.
Sold on Easy Payments.

THE NEW YORK MOTORCYCLE CO.,
Thor Distributors. Agents for
Minneapolis Two Speed, Merkel and Racycle.
Biggest Motorcycle Garage in New York.
Repairing and Autogenous Welding.
318-320 W. 48th St., New York. Phone Bryant 1781

THE "SUN" MOTOR & SUPPLY CO.
206 W. 76th St. Phone 9740 Schuyler
FLANDERS "4" and N. S. U. Motorcycles
N. S. U. Two Speeds, Repairs
and Parts.

AMOS SHIRLEY,
935 Eighth Ave., Bet. 55th and 56th Sts.
Agent for Indian, Excelsior, Pope and Reading
Standard Motorcycles.
Bicycles—Columbia and Hartford.
Repairs Guaranteed. Accessories.

GEO. P. JENKINS,
256 West 55th St., New York City
Eastern Distributors for M-M MOTORCYCLES,
Side Cars and Tandems.
Full Line of Machines and Parts in Stock.

HENRY SMITH
1 East 111th St., Bet. Park and Madison Avenues
NEWPORT BICYCLE EXCHANGE
Bicycles Bought, Sold, Rented, and Repaired
Motorcycle Repairing a Specialty

BROOKLYN, N. Y.

INDIAN and PIERCE Motorcycles
Motorcycles on Easy Payments.
Repairs, Parts and Supplies
A. H. PATTERSON, Brooklyn Agent.
(Successor to F. A. Baker & Co.)
1080-8 Bedford Avenue Telephone, 3662 Bedford

James L. R. Gray & Co.
952 Flatbush Ave., Brooklyn, N. Y.
BICYCLES, MOTORCYCLES, AUTOMOBILE
SUPPLIES
Repairs and Supplies

UTICA, N. Y.

Central New York Distributors of
MERKEL MOTORCYCLES
Bicycle and Motorcycle Supplies.
UTICA CYCLE CO. Utica, N. Y.

ROCHESTER, N. Y.

SECOND HAND BICYCLES
All Makes, Ladies' and Gentlemen's
Complete, New Tires, at $7 each. Tandems, $10
DENINGER
335 North St., ROCHESTER, N. Y.

ST. LOUIS, MO.

HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles.
All kinds motors repaired and sold.

NEWARK, N. J.

NEWARK'S MOTORCYCLE MART
Headquarters and Distributor of the Flying
Merkel and Minneapolis Two-Speed Motorcycles
Expert Repairing Everything for Motoring
H. JEHLE, 407 Halsey Street.



A house where the trade can get what they want in
Automobile, Motor and Bicycle SUPPLIES
when they want them, at right prices
MANUFACTURERS' SUPPLIES CO.
JOBBERS AND IMPORTERS
Cherry and Juniper Sts. PHILADELPHIA, PA.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed
for the asking
GEO. W. NOCK CO.
Jobbers of BICYCLES and SUNDRIES
126 N. Fourth St., PHILADELPHIA

Cost of Motoring Reduced
Pfanstiehl Ignition
Our Bulletins on Ignition give the facts. Write today.
PFANSTIEHL ELECTRICAL LABORATORY
123 State Street North Chicago, Ill.



All Standard Bearings
are fully described in our
New Catalog 24A
Send for it.
Standard Roller Bearing Company
PHILADELPHIA



Siren Alarms
Improved 1912 Models

There are cheap and flimsy imitations of the Majestic Siren on the market. They have plain or **Single Row** bearing. They are **MADE OF TIN**, hardware store screws and nuts and more tin. Some will last a week, but not many.

AN HONEST DEALER

will kill his Siren trade if he puts out these imitations. Handle



The Genuine Majestic!

The sounding perforations in the 1912 Majestic have been improved in design and doubled in number. The cover is of a specially rolled hard brass, 50% heavier than formerly. The frame is 50% heavier than formerly, as are most of the other parts. The **Double Ball Bearings** (18 3/16" balls) are adjustable, run in case-hardened, ground and polished cups. Take one apart and examine. The spindles are now vulcanized fiber. **Every part** is wrought and assembled with exceeding care. This company's name is plainly stamped on each Siren.

AVOID COUNTERFEITS, and we will help you, Mr. Dealer.

Order a half dozen or a dozen "GENUINE MAJESTIC SIRENS" from your jobber. If he substitutes on you, notify us and give us the date of his invoice and we will send you, FREE, by registered mail, a 1912 Majestic Siren. Try it.

Write for latest catalogue.

MAJESTIC MFG. CO.
Worcester, Mass, U. S. A.



Strongly Guaranteed

Practically Perfect

The 1912 New Departure Coaster Brake

HAS IMPROVEMENTS THAT WILL PLEASE YOU

The New Departure policy is to improve. Our salesmen and demonstrators are instructed to carefully look into any complaints of the dealers. Such complaints are thoroughly investigated by a staff of expert mechanics at the factory and in this manner any faults existing are corrected and improvements are constantly being made. The 1912 model shows a greater number of such improvements than any previous model. Tests by ourselves and by dealers and riders justify us in claiming that the present model of New Departure coaster brake is practically perfect and perfectly practical, never failing to operate, strong beyond all requirements and better made, better finished than ever before.

We are not only giving you, Mr. Dealer, a vastly improved coaster brake, but our line of trade helps for 1912 is more extensive and expensive than previously offered. These trade helps are furnished free and we prepay transportation also. If you havn't already ordered an assortment, write in today.

Have you received the New Departure calendar for 1912? Sent only to dealers who write for it on their letter heads.

THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

Coaster Brake Licensors

1912

The Shows

Reveal

A Rapidly Growing Preference for

THE DEPENDABLE KIND—

F & S

Annular Ball Bearings

—MADE IN GERMANY—

AND

Bowden Wire Mechanism

—MADE IN ENGLAND—

And in Both Europe and America

Their use is one of the most significant tendencies in present day motorcycle construction.

J. BRETZ COMPANY
SOLE IMPORTERS
F & S Ball Bearings
250 West Fifty-fourth, New York

FEDERAL TIRES

FEDERAL



Federal Motorcycle Tires are produced in the best equipped and most modern tire making plant in the world with the same care that enters into the making of Federal Automobile Tires.

In the use of Federal Tires motorcyclists are assured the utmost in resiliency, endurance, economy, strength, comfort and service.

Federal Tires absorb road irregularities, decrease tire expense, increase tire mileage, diminish tire troubles and make possible greater speed.

"If it's Federal — it's Right"

Corrugated Tread
For the Average Road

Studded Tread
For Wet, Slippery Roads

An interesting and valuable tire book mailed free—Write for it.

FEDERAL RUBBER MFG. COMPANY, Milwaukee, Wis.

FISK

MOTORCYCLE

TIRES

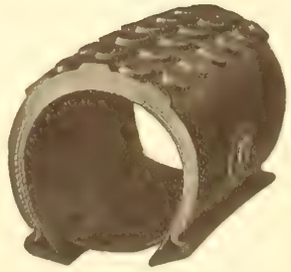
FISK Motorcycle Tires, under intelligent usage, will not blow out, rim-cut nor will the tread become loose from the fabric. It is not unusual for them to run 5,000 miles and still be in perfect condition.

They are of the regular automobile type construction and furnished with the Fisk Superior Pure Para Inner Tube.

The GRIPFAST MOTORCYCLE TREAD positively prevents skidding. It grips the muddy road and holds fast. Spills are of rare occurrence. This tire will carry you through heavy going where machines equipped with other types would stall.

The BAILEY TREAD has all of the advantages demonstrated by this reliable construction in automobile use and our CORRUGATED TREAD is unexcelled for all-round conditions.

Motorcyclists who have used and experimented with many makes pronounce Fisk THE BEST.



BAILEY TREAD

DEALERS who are seeking a Motorcycle Tire that will stand up to heavy work can rely upon the Fisk to meet the severest tests, and will find it to their advantage to have a complete stock always on hand.

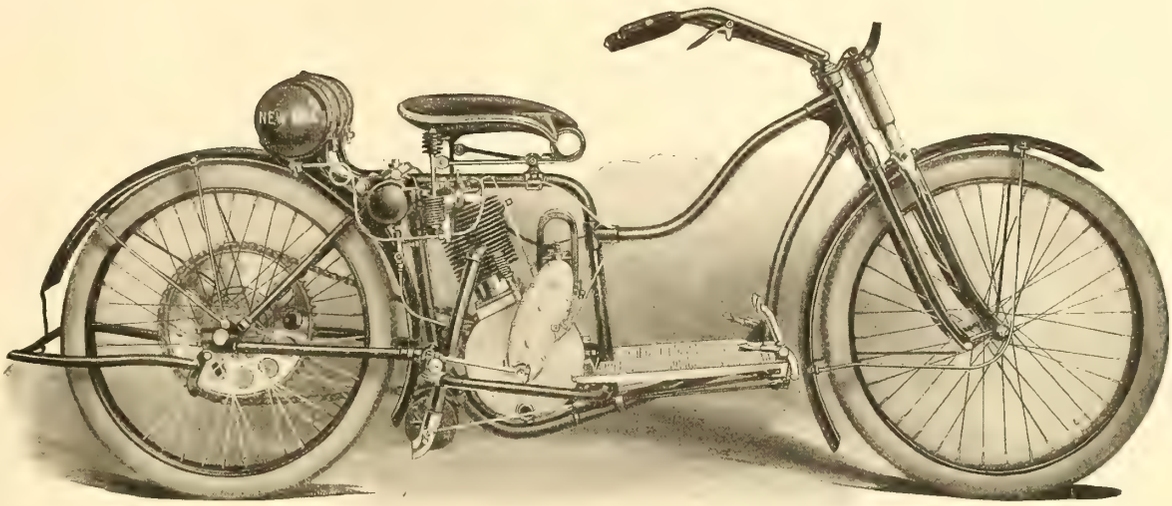
THE FISK RUBBER CO.

Dept. E **Chicopee Falls, Mass.**

Direct Factory Branches in 34 Cities

"Come On Along"
"Anywhere Under Any Condition"

Two Speed Gear
Free Engine
Hand Cranked Motor
Band Brake
Mechanically Operated Valves



2 3-4 in. Tires
Foot-Boards
Direct Drive on High Speed
Steel Tanks
Double Oiling System

4 H. P. Roadster — Single Passenger Model

Our improved priming device makes starting easy in cold weather.

Are you treating yourself as well as you deserve?

We know you deserve the best. Are you getting it?

If you buy a motorcycle before you try a "NEW ERA," you are doing yourself an injustice. If you try a "NEW ERA" you will buy no other.

Somewhere, sometime, someone may build a machine as good as the "NEW ERA," but up to the present moment the "NEW ERA" reigns supreme.

An opportunity for good live agents. Correspondence solicited.

THE NEW ERA AUTO-CYCLE COMPANY

2 Dale Avenue, Dayton, Ohio

By-way or Highway—

rough road or smooth, perfect comfort is assured if the rider's saddle is a

BROOKS

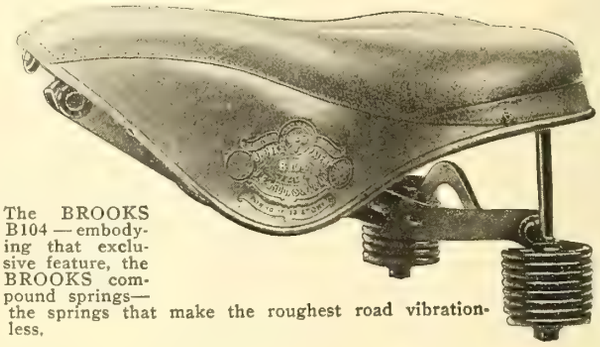
Don't overlook that fact—or this—

That the BROOKS is the original and only genuine compound spring saddle—the only saddle which makes that perfect comfort possible—

Its merits sell it—do you?

J. B. BROOKS & CO., Ltd.
73 Criterion Works **Birmingham, Eng.**

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren Street, New York

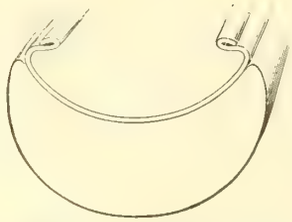


The BROOKS B104—embodying that exclusive feature, the BROOKS compound springs—the springs that make the roughest road vibrationless.

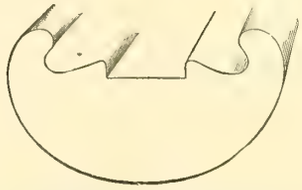
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE

Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



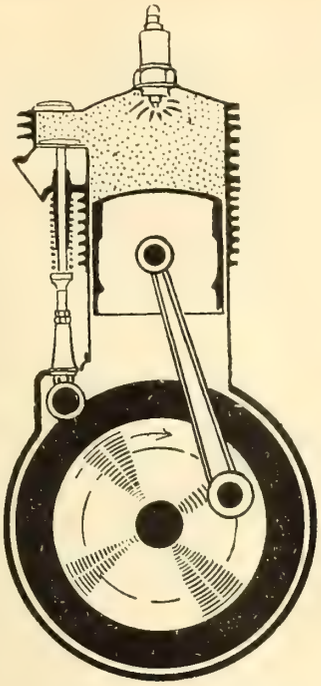
Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



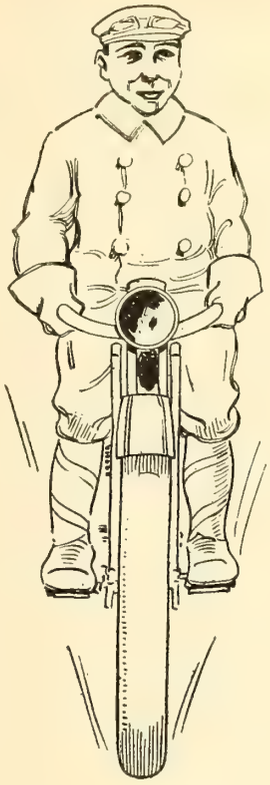
Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

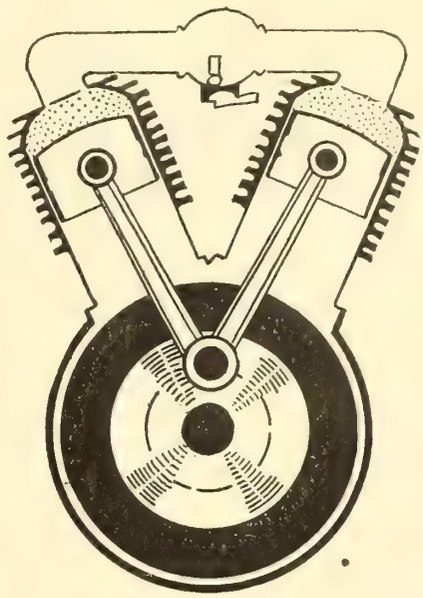
A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE—ONAWAY, MICH.



Inter-Lube for Singles





Inter-Lube for Twins

The Show is the Spark to Ignite 1912 Business, Sport and Pleasure. They'll Speed Along Beautifully if Well Lubricated

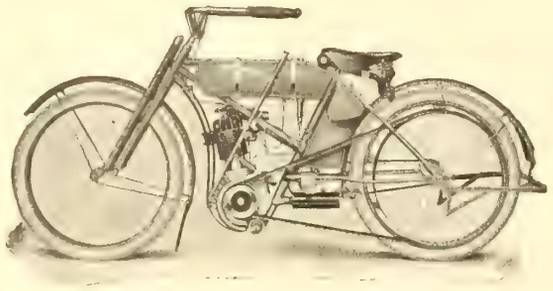
INTER-LUBE

has achieved the greatest results for Rider and Engine. It's the oil that prevents carbonizing, prolongs the life of the motor, and enables the motor to be efficient at all times, giving greater speed and power, with a minimum of fuel. "There's a Saving." Be prepared for the next ride—pleasure or endurance—order a quart can—$1.00—either of your dealer, or us direct.

Our Booklet Free for the Asking

WHITNEY CHEMICAL CO.

CLEVELAND, OHIO



Model "M" Battery, $160

YOUR OWN GOOD JUDGMENT WILL CONVINCE YOU

of the incomparable value offered in

Wagner MOTOR CYCLES

Prices 1912 Models

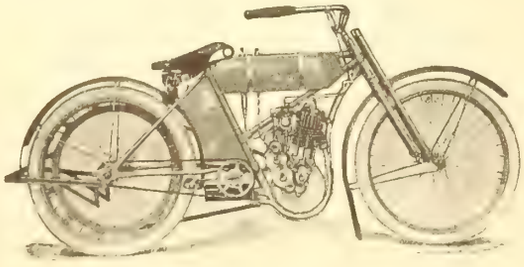
$160 to $200

MR. DEALER: Desirable territory is going fast. Have you had our proposition? Complete 1912 Catalog Ready.

WE CAN GUARANTEE
IMMEDIATE DELIVERIES

Wagner Motorcycle Co.

ST. PAUL, MINN.



4-12 Model—Magneto, $200

Something In It For You

if you're a dealer with initiative and action. Here's a chance to make a nice snug profit by a little promptness and push.

TIRE SHOES

guaranteed to be in A1 condition 28 x 2 1-4 but which will fit 28 x 2 1-2 rims, Goodrich, G. & J., M. & W., and Hartford, Single and Double Clinch; Bailey Tread, Basket Weave, Studded and Corrugated

At These Very Low Prices

26 and 28 x 2 1-4, $3.50
Bailey Treads, 25c. Extra

WRITE FOR COMPLETE LIST OF BARGAIN PRICES

A rider can get splendid use from these shoes and pay very little money. They will certainly tide him over a good many months and more. We bought a large consignment, at a low figure, so can offer them at much reduced prices. It's a snap that ought to be snapped right away.

HERE'S ANOTHER

$125.00 buys the Model A, MERKEL LIGHT, a motorcycle of sterling quality and fine running ability—brand new, of course. This machine hasn't some of the minor refinements of the regular Model Merkel, but however, is a high grade motorcycle in every way.

SPECIFICATIONS

Frame—22-inch truss loop, latest style; 14 and 16 gauge tubes; double top bar. Forks—Light special cushion. Motor—Thor, 2¼-2¾ H. P. Transmission—Chain (⅝-inch pitch roller). Handle Bars—With double grip control. Ignition—Special coil, standard batteries (3). Tank (3 in 1). Contents, 5 quarts gasoline, 1 quart oil, 3 standard batteries. [Notice. —The arrangement of batteries is so simple and positive that there is no chance for short circuit or loose batteries.] Coaster Brake—Thor. Wheels —28-inch, steel rims; 26-inch wheels optional. Tires—2¼-inch Morgan & Wright or Kokomo. Finish—Rubens red; option, black. Grips—Light, flexible. Saddle—Empire No. 3. Pedals—Standard rubber motorcycle No. 3. Wheel base—54 inches. Speed—5 to 40 miles per hour.

Send for Our 64 Page Catalogue for 1912

See Us at the N. Y. Show—Space No. 401

F. A. BAKER & COMPANY

10 Warren Street **New York**

THIS IS A SAMPLE

of the advertising we are carrying in journals of national circulation, and it makes people ask for the

Fairy

TRADE MARK

The most active selling high grade line of children's machines on the market. Sold through exclusive agencies in small centers and restricted agencies in the cities. Are you the live dealer to control the "Fairy" line in your locality? Think it over, but think quickly, and write for catalogue.

THE WORTHINGTON CO.
ELYRIA, OHIO.

SELLS ALL THE YEAR 'ROUND

Make Your Child Happy With a— Fairy

Here is a Christmas present that is *sure* to please the Boy or Girl—the famous "Fairy" Velocipede, Bicycle or Tricycle. Settle the question of "just the thing" now. Get a "Fairy"—or "Fairies"—for both or all of the children.



For twenty years the "Fairies" have been the aristocrats of vehicles for children.

They are made of the highest grade of steel, richly and tastefully finished—with full nickeled parts. Every "Fairy" is ball-bearing—the easiest running imaginable. Our strong guaranty covers each machine.

"Fairies" are the great successes in *safety* and *correct design*. Exercise on a "Fairy" can be only beneficial. It is so built as to cause the child to sit comfortably and to bring the muscles into play without fatigue. Physicians approve the "Fairies."



See the "Fairies" at Your Dealer's

"Fairies" are sold at most of the large stores of the United States. If you do not find the "Fairies" at a store near you, write us and we will see that you are supplied.

The prettiest, most durable, most serviceable Tricycle ever built.

"Fairy" Ball-Bearing Bicycles have the *style* that makes a hit with the boy.



Upholstered seat, adjustable to rider.

Be Sure You Get a Genuine "Fairy"

The success of the "Fairies" has brought out several imitations. Genuine bears the word FAIRY (our registered trademark) in the lettering shown at the top of this advertisement.

Send for Free Booklet, illustrating these high-grade children's machines.

THE WORTHINGTON COMPANY
494 Center Street, Elyria, Ohio (6)

NEVERLEAK TIRE FLUID

Keeps Tires and Tills On the Go

There's money in selling Neverleak, because Neverleak is not only a big favorite among bicycle riders, but it is also the only legalized tire fluid sold today.

You get fine premiums with Neverleak—premiums that are really worth having—not a poor one in the lot.



Now is the time to renew your stock of Neverleak. Bicycle time isn't so very far away. See your jobber about it or write us today for prices and premium offer.

BUFFALO SPECIALTY COMPANY
Buffalo, N. Y.

$25.00 REWARD

for information about any dealer or repairman using or handling any Compound, Powder Fluid or Semi-Liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our NEVERLEAK PATENTS.

DUTCH BRAND

RUBBER CEMENTS STICK AND STAY STUCK



Our product represents the highest standard of quality. Expert repair men, riders, dealers and jobbers say the "DUTCH BRAND" is a winner.

Every dealer should have this line in stock. Furnished through your jobber or write us.

Meet Us at the Chicago Show

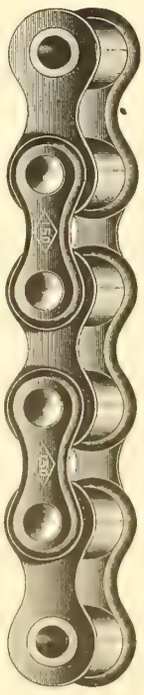
Van Cleef Bros. CHICAGO, ILL. U. S. A.

Manufacturers of the Highest Grades Rubber Cements and Quick Selling Cycle Accessories.

These Two Diamond Chains



can't be beat for motorcycle work. They are right for strength, right for wear, right for satisfactory service in any weather and on any roads. Besides, as any dealer will tell you, the Diamond connecting link, with which they may be lengthened or repaired is the simplest thing of the kind ever invented.



TRADE ◇ MARK

Diamond Chain and Mfg. Co.
141 W. Georgia St., Indianapolis, Ind.

Capacity 8,000,000 feet per year

(106)

A Motorcycle Without Noise or Vibration.

HENDERSON

4 cyl., 7 H. P. motor; Bosch magneto; Enclosed chain drive; Starts with a crank; Grip control.

See it at the Chicago Show
or write for Booklet.

HENDERSON MOTORCYCLE COMPANY
268 Jefferson Avenue Detroit, Mich.

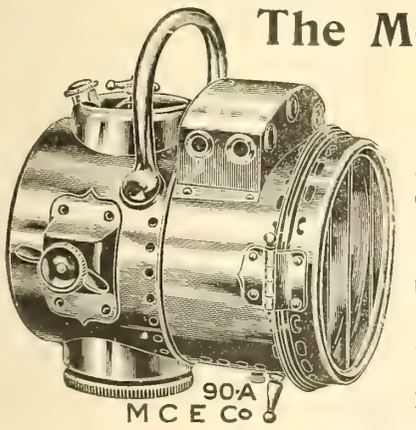
Diamond
MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

"Users Know"

THE DIAMOND RUBBER CO., Akron, Ohio

Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

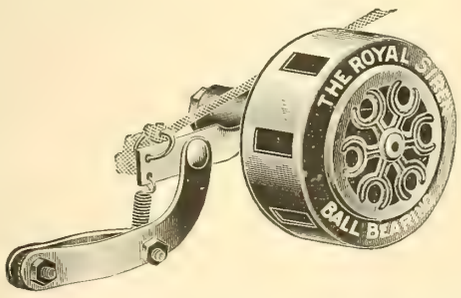


The Motorcyclists Lamp

A "Close Coupled" Searchlight and Generator.

Weighs 24 Ounces.
Size 4 x 5 Inches.
Nickel Plated
Neatly Designed

Price No. 90 rear prop $6.00
Price No. 90A side props . . 6.00



For Bicyclists
THE
Royal Siren

calls instant attention to its clear note and substantial appearance.

Price $1.00

THE MOTOR CAR EQUIPMENT CO.
Manufacturers
55B Warren St., New York

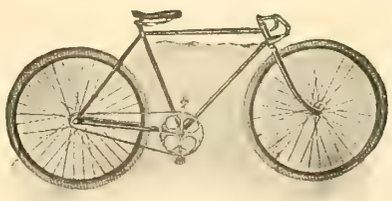
1912 Catalog Ready



New Motorcycle Accessory Catalog No. 52, and Sporting Goods Catalog No. 53 in preparation.

A PROFIT LEADER

As an introduction, we offer you a wheel equal in all respects to the highest priced on the market, but at price usually charged for the cheapest.



Exclusive Agencies Open

Write for bicycle catalog of fast movers.

MOTOR CAR SUPPLY COMPANY
1451-53-55 Michigan Blvd. CHICAGO

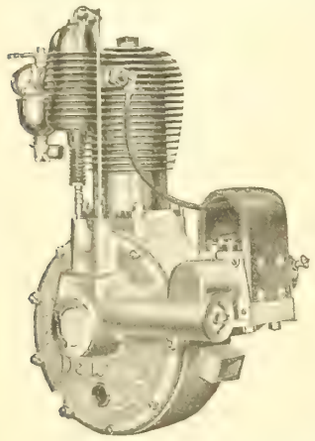
Quality and Satisfaction

Let us estimate on your requirements for

Bicycle and Motorcycle Rims, Mud Guards, Belt Pulleys, Etc.

THE MOTT WHEEL WORKS, Utica, N. Y.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

Equipped with Bosch Magneto.

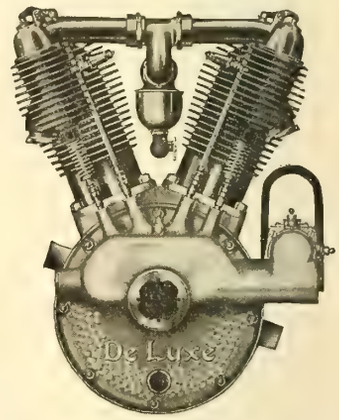
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — Five H. P. Single Cylinder
Seven H. P. Twin Cylinder — Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

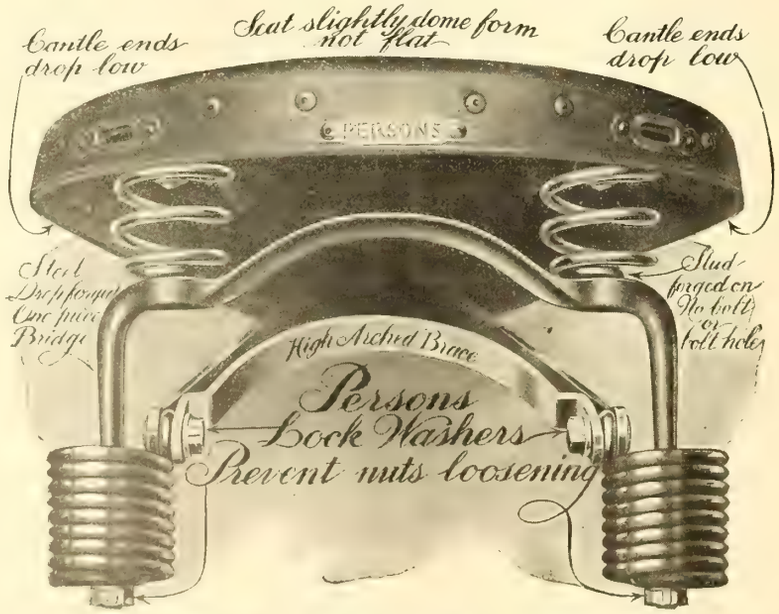
We shall exhibit at the Madison Square Garden, New York, and the Coliseum, Chicago, Automobile Shows.



The F. W. Spacke Machine Co.
INDIANAPOLIS, IND., U. S. A.

ONLY IN A **PERSONS** CAN YOU HAVE
THIS PATENTED CONSTRUCTION

High Bridge
Greatest Clearance
No Bumping
All Springs Act Together In Perfect Harmony
No Obstructions To Destroy Action



No Other Saddle Is Fitted With Lock Washers

Think of This Before Getting A Saddle That Will Fall Apart

THE SPRINGS ABSORB THE SHOCKS
THIS ARRANGEMENT IS SCIENTIFICALLY CORRECT AND SELF-BALANCING
THE PERSONS MANUFACTURING COMPANY, WORCESTER, MASS.

THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

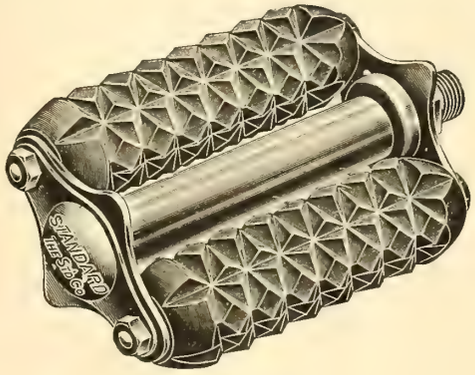
The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

Insuring Comfort to the Motorcyclist
and Adding Pleasure to the Day's Ride



by equipping the motorcycle with

No. 3 STANDARD MOTORCYCLE PEDALS

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. You know what that means.

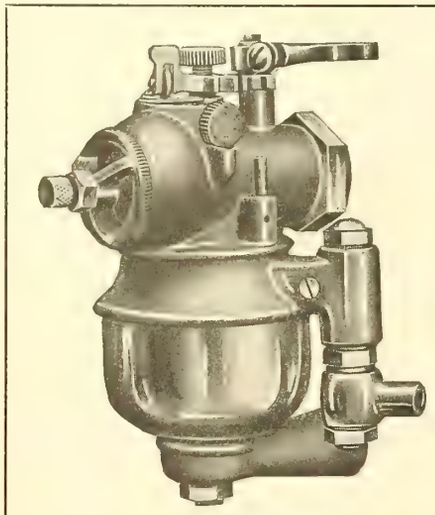
They Sell for $3.00 Per Pair

Our Products for the Cycle Trade Include:
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

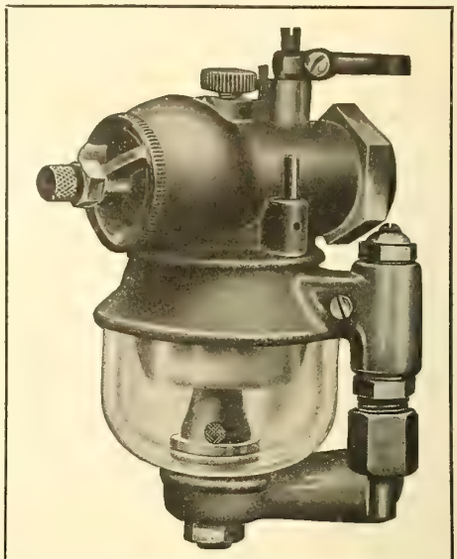
THE STANDARD COMPANY
TORRINGTON CONN.

HEITGER 1912 CARBURETERS

Model H is the new one, the acme of simplicity. Has but ONE gasoline adjustment, but has TWO feeds, one for High speed, one for Low, that give maximum results at all speeds. Once adjusted, stays adjusted. Easily adjusted and understood by the novice. Gives satisfaction where others fail. Threads and fittings for any machine. Our model G-D is of the double gasoline adjustment type or mechanical needle, having separate adjustments for low and high, used by manufacturers and thousands of riders the past season. Either type makes a motor run faster and smoother and use less gasoline. Both guaranteed to give satisfaction. 1912 catalog now ready.



Price Net $10.00
Metal or Glass Bowls



Price Net $9.50
Metal or Glass Bowls

Heitger Carbureter Company, 1129-31 Beecher Street **Indianapolis, Ind.**

THE NATIONAL Automobile Shows of 1912



Under Auspices of National Association of Automobile Manufacturers, Inc.

CHICAGO

Coliseum and 1st Regiment Armory

FEBRUARY 5 to 10—MOTORCYCLES

Commercial Vehicles, Parts and Accessories

The following Motorcycles will be shown:

EMBLEM	HENDERSON	NEW ERA	READING-STANDARD
EXCELSIOR	INDIAN	PIERCE	THOR
FLANDERS 4	MIAMI	POPE	WAGNER
HARLEY-DAVIDSON	MINNEAPOLIS	RACYCLE	YALE

Jan. 27 to Feb. 3—Passenger Vehicles, Parts and Accessories

S. A. MILES, Manager - 7 East 42nd Street, New York

NEW YORK

Grand Central Palace

Jan. 10 - 17

Passenger and Commercial Vehicles, Parts, Accessories

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

FORT WAYNE, INDIANA

Began Manufacturing Bicycle Wood Rims in 1892

Reliance

(REG. U.S. PAT. OFF.)

In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.



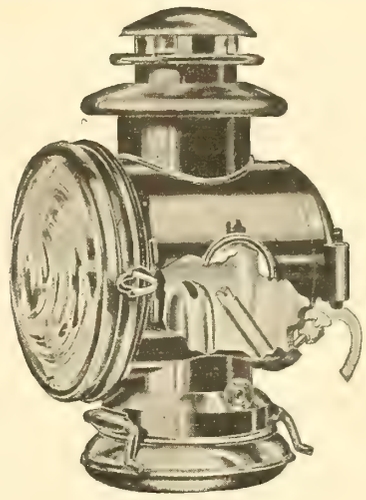
When you realize that **ninety per cent.** of all plug troubles are caused by **carbon** and **soot** you begin to appreciate why the Reliance should be your first and last choice; you see why those who have once used Reliance troubleless plugs will have no other.

Regular Type $1.00
Magneto Type $1.25

For sale by most dealers; if yours does not carry, write and we will ship prepaid at prices quoted.

JEFFERY-DEWITT CO.
71 Butler Ave., Detroit, Mich.
Agts. for Continental Europe
Armand Frey & Co.,
Berlin, Germany,





Lamp with Acetylene Burner

LET

HAM

Light Your Way

Here is a Motorcycle Lamp positively trouble proof. Doesn't that sound good? No amount of jarring will affect the steady stream of light which is generated from the HAM-LIGHT. Actual speed tests of 50 miles per hour have failed to blow or jar out the flame. Simply attached to motorcycle. Can be furnished either as an oil lamp, burning kerosene, or with acetylene burner in addition, using acetylene gas, making it a combination oil and gas lamp, a combination of great value on country roads or poorly lighted streets. Send for new circular containing full line. Do you want our Agency Proposition?

MANUFACTURED BY

C. T. Ham Manufacturing Co.
ROCHESTER, N. Y.

KELLY-RACINE

Twin Cylinder Motorcycle Tire

Has Made the Biggest Kind of a Hit!

KELLY-RACINE RUBBER COMPANY
Racine, Wis.



MOTORCYCLE CYLINDERS

¶Accuracy and uniformity are absolutely essential. We are in a position to guarantee both as our long experience has taught us just what is needed.

¶We have been making motorcycle cylinder castings since the inception of the motorcycle industry. Write and let us know your requirements.

MANUFACTURERS FOUNDRY CO., Waterbury, Conn.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

SCHAFER BALL BEARINGS
(MADE IN GERMANY)



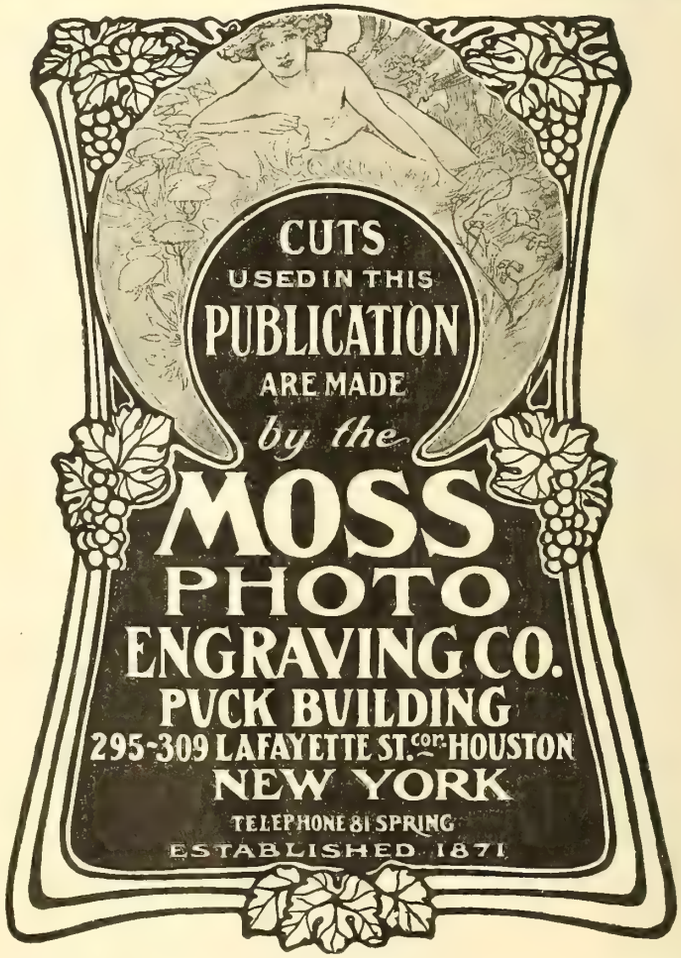
are the most suitable bearings for motorcycles

Because

They withstand vibration due to the strong cage and large number of steel balls.

SCHAFER BALL BEARINGS are used throughout the *De Luxe* motor and two speed transmission for motorcycles manufactured by F. W. Spacke Machine Company, which fact proves that SCHAFER BALL BEARINGS stood up under the most severe tests before being adopted and that the best bearing regardless of cost is being used on the *De Luxe* motor and transmission.

BARTHEL, DALY & MILLER
42 Broadway New York





THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. [48] New York City



Five Members of the KOKOMO Family



Kokomo Red Thorn
Kokomo Defender Special
Kokomo Clincher

KOKOMO TIRES

Kokomo Studded Tread and the Famous Kokomo Endless Inner Tube



Each possessing that distinctive quality and extreme durability which have for many years been associated with Kokomo products.



Kokomo Tires are noted for their wear resisting qualities. They are used by discriminating riders who have in mind their expensive experiences with various other makes. Kokomo Tires are made in various styles for every possible requirement and cannot be equalled for their efficiency.

Get Our Latest Catalog Containing Full Line.



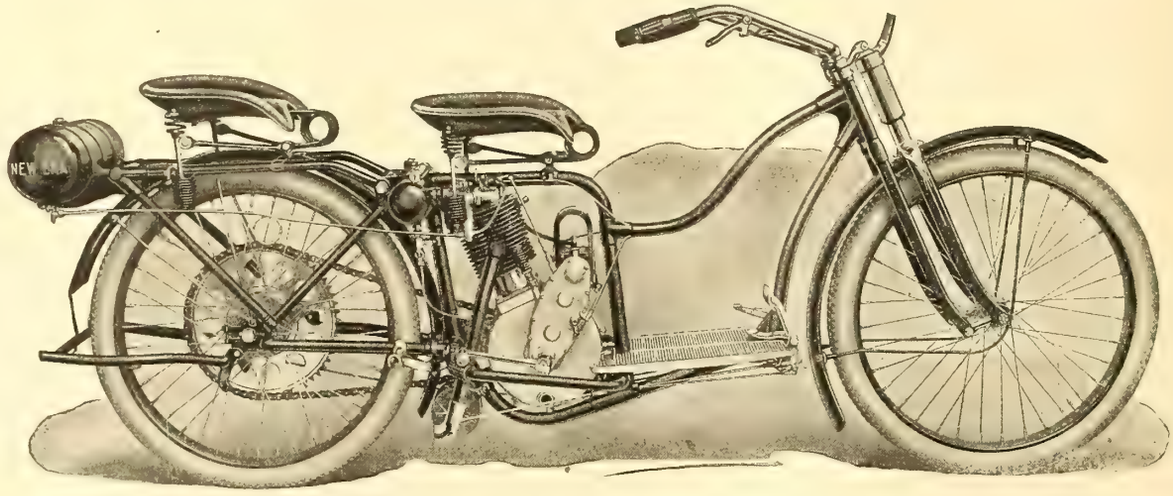
Kokomo Tires Are the Best in the World.

KOKOMO RUBBER COMPANY, Kokomo, Indiana, U. S. A.

NEW ERA

"Starts With Ease—Runs Like a Breeze"

"Anywhere Under Any Condition"



4 HORSEPOWER TWO PASSENGER MODEL

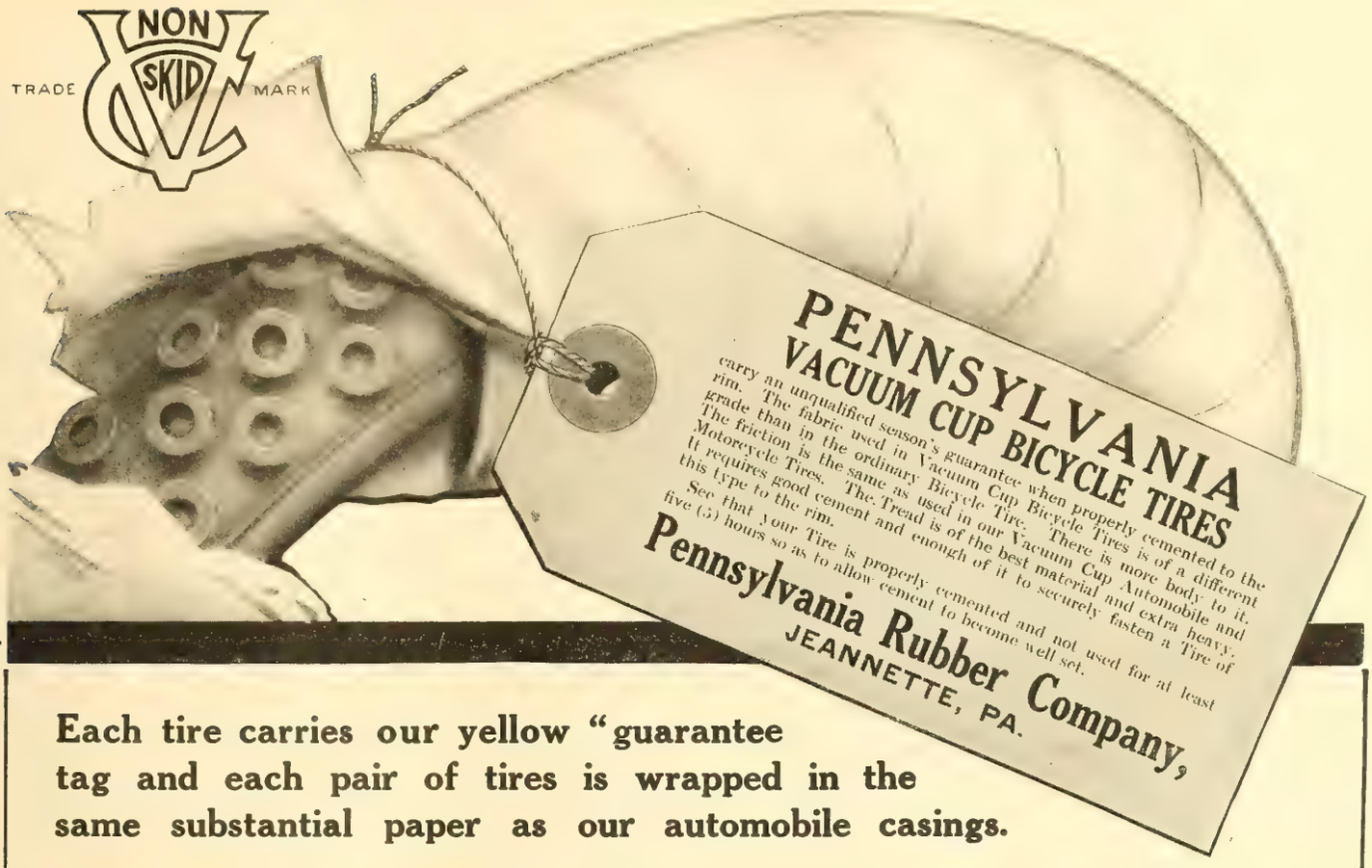
Ball Bearing Motor, Special Magneto, Heaviest Spokes Used in Any Motorcycle. Two Speed Gear, Free Engine, Hand Cranked Motor, Absolutely the Best Construction Throughout.

NOW is the time to buy the best two passenger motorcycle. The New Era is pronounced the best by those who know. When you have taken time by the forelock and made yourself the proud possessor of a New Era two passenger machine, you have made your opportunity for increasing your pleasure 100% by being able to carry a passenger "anywhere under any condition," which is only possible on a powerful two speed machine and the advantages of New Era construction.

Do Not Procrastinate. Do It Now and Be a Satisfied Rider,
SOME TERRITORY STILL OPEN TO GOOD AGENTS

THE NEW ERA AUTO-CYCLE COMPANY

22 Dale Ave., Dayton, Ohio



Each tire carries our yellow "guarantee tag and each pair of tires is wrapped in the same substantial paper as our automobile casings.

Pennsylvania Vacuum Cup Bicycle Tires

The increasing popularity of these tires is a striking feature of the tire trade and is due entirely to their sterling worth.

Their non-skid and service qualities are so sound that we are enabled to give an unqualified season's guarantee with each tire. This is a strong inducement to the consumer.

For the convenience of the Jobber and Retail Merchant, Pennsylvania Vacuum Cup Bicycle Tires will be packed ten pair in a strong wooden box. This enables the Jobber to ship in the original package and the Retail Merchant to order in convenient quantities.

Made by an Independent Company with an Independent Selling Policy which insures a fair margin of profit to Jobber and Dealer.

If you want to sell tires for profit, write now for our attractive proposition.

"We Protect the Jobber"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

(Re-organized February 1st, 1910)

BRANCHES :

Pittsburgh, 505 Liberty Avenue — Detroit, 247 Jefferson Avenue — Chicago, 1004 Michigan Avenue — Minneapolis, 917 First Avenue S. — Kansas City, Mo., 514 East 15th Street

PENNSYLVANIA RUBBER CO. OF NEW YORK
New York City, 1700 Broadway

PENNSYLVANIA RUBBER CO. OF CALIFORNIA
San Francisco, 512-14 Mission Street — Los Angeles, 930 So. Main Street

SPLITDORF

PLUGS

"Always There"

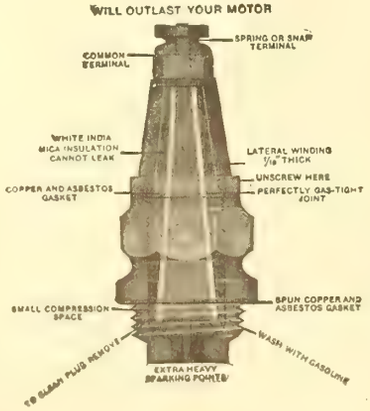
No Monkeying Necessary

It is no mere chance that 99 out of a 100 of all motorcycle speed records were SPLITDORF PLUGS records and RECORD MAKING means PERFECT IGNITION.

They are COMMON SENSE in everything the term implies—they are gas-tight, soot-proof and unbreakable and never need monkeying with.

They are made for motorcycle use and always fill every demand made upon them giving an INTENSELY hot spark with absolute certainty.

SPLITDORF PLUGS are STANDARD—for race and road-plugger alike they are INVINCIBLE.



Write for our Magneto catalog.

C. F. SPLITDORF

Walton Avenue and 138th Street

NEW YORK

BRANCHES

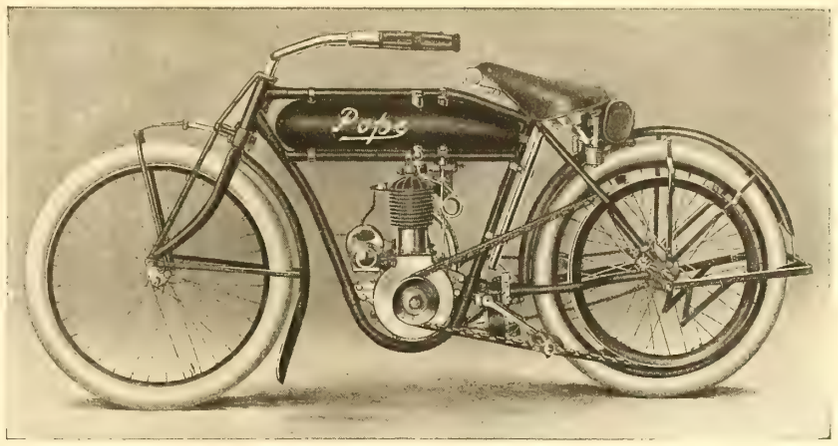
NEW YORK	1679 Broadway
CHICAGO	1110 S. Michigan Avenue
SAN FRANCISCO	430-36 Van Ness Avenue
DETROIT	368 Woodward Avenue
BOSTON	Motor Mart, 220 Pleasant Street
LOS ANGELES	1225 South Oliver Street
KANSAS CITY	1823 Grand Avenue

London Paris Turin Brussels Johannesburg

POPE MOTORCYCLES

Showered With Compliments at the Show

$175
With
Magneto



$175
With
Magneto

At the New York Show, we exhibited our standard Pope Motorcycles finished in "London Smoke" with wide blue striping.

To say that they were greatly admired is to put it mildly. They were showered with compliments.

Had we been able to make a phonographic record of a few of the nice things said by visitors who viewed our exhibit, it would sound something like this:—

"What handsome, clean-cut machines they are!"

"I like its simplicity of construction and its general air of trimness."

"There's great value in that motorcycle."

"It's the simplest machine to operate and by far the easiest one to handle that I've ever seen."

"The quality and workmanship in that motorcycle couldn't be better if it sold for twice the price."

"It looks like a little thoroughbred."

"It strikes me as the ideal motorcycle—light, compact, and sturdily built."

And so it would continue indefinitely.

See Our Exhibit at the Chicago Show, February 5-10, or Write for Details.

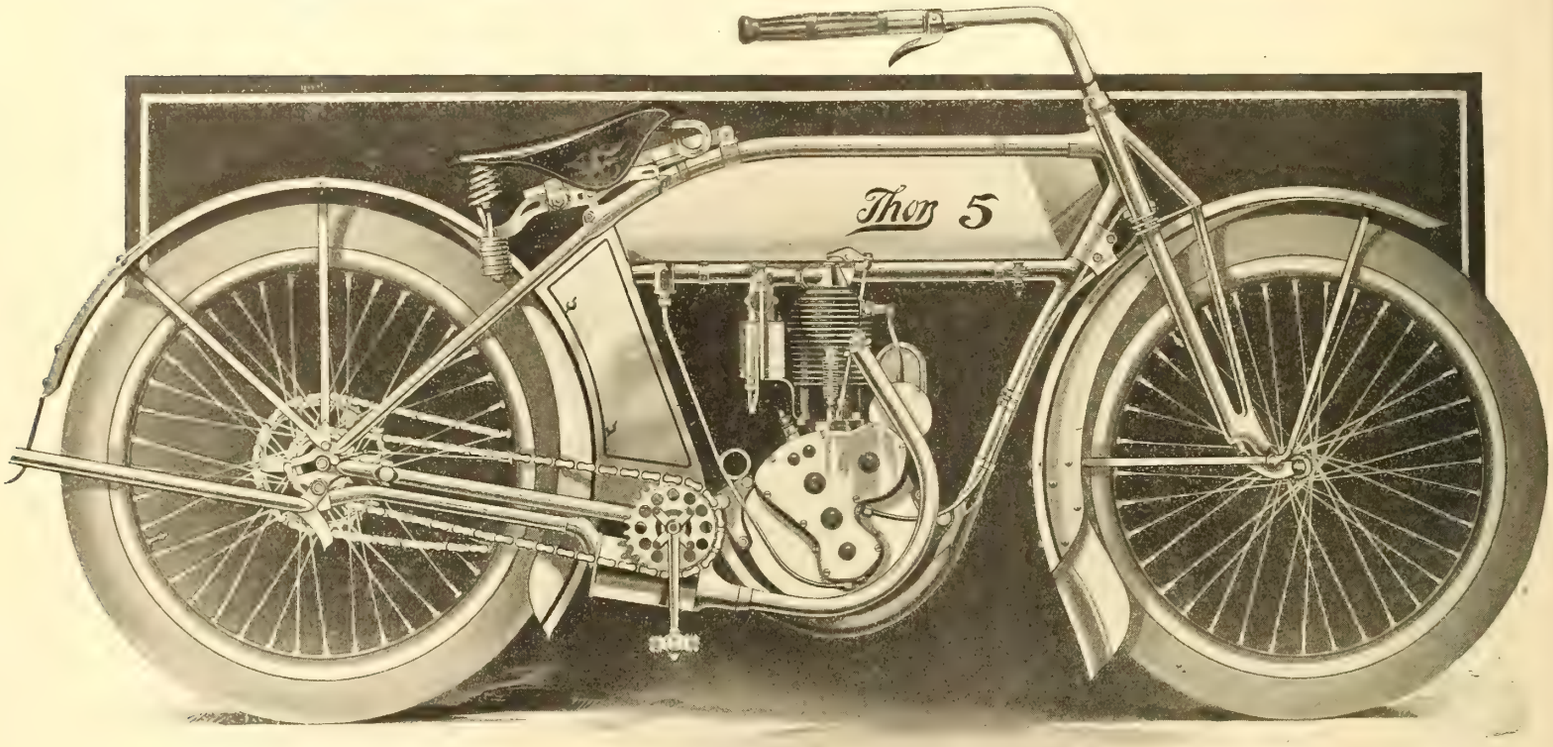
SOME CHOICE TERRITORY IN THE MIDDLE WEST STILL OPEN.

THE POPE MANUFACTURING COMPANY, Hartford, Connecticut

Thor

Model W 5

White or Blue



With Ball Bearing Free Engine Clutch—Another Thor Sensation

$225

Thor TWO-SPEED $25.00 Extra

The confidence displayed at both the New York Show and throughout the country by THOR AGENTS of selling these machines in much larger quantities than we anticipated, owing to their superiority and exceptional value, even at the $250 price, has made it possible for us to increase the production to such large quantities, that this reduction could be made.

Thor Dealers By All Means Get Your Orders in Now—We Have a Special Proposition for New Live Dealers in Open Territory.

AURORA AUTOMATIC MACHINERY COMPANY, Thor Building, Chicago

A. FREED, Pacific Coast Distributor, 1440 Market Street, San Francisco, Cal.

"Saw it in Bi-World." Say that when writing to advertisers.

No slip in braking or in forward driving in the

ATHERTON
Coaster Brake

FOR BICYCLES

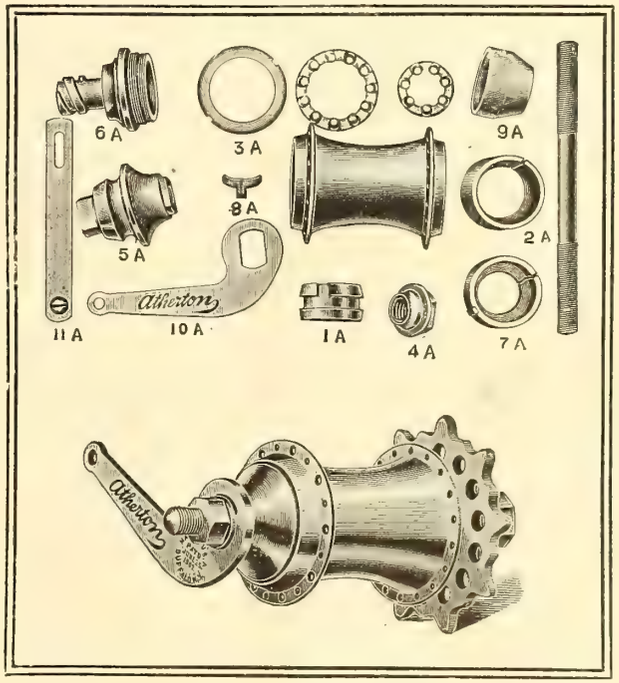
In the 1912 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!

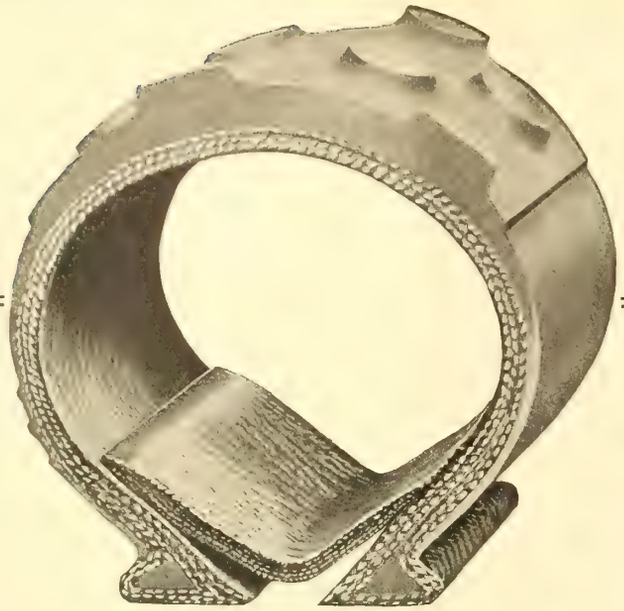


QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers



Continental-Erie Motorcycle Tires

Made in one style tread only — but that one as perfect as brains and facilities can produce.

Combine Everlasting Qualities With Reduced Tire Expense

Ask Your Jobber — He Knows

Continental Rubber Works

ERIE, PA.

New York Branch — 35 Murray Street
Chicago Branch — 131 North Canal Street

Fisk Bicycle Tires

The Tires That Have Brought Success to Many Dealers

We have an interesting proposition to make to anyone ready to make arrangements for 1912 business.

Fisk Tires are easily sold. They are introduced everywhere by the manufacturers of representative bicycles, who have used them as equipment for two years past and will continue to do so in 1912.

Write for Our New Catalog and Dealers' Proposition.

THE FISK RUBBER CO.
Department E
CHICOPEE FALLS, MASS.

Direct Factory Branches in 35 Cities

R-S R-S

THE INTEREST SHOWN IN THE R-S LINE AND THE NUMBER OF CONTRACTS SECURED FROM WIDE AWAKE AND PROGRESSIVE DEALERS AT THE NEW YORK SHOW CLEARLY DEMONSTRATED THAT

THE FINEST MOTORCYCLE IN THE WORLD

IS THE

READING STANDARD

TWO SINGLES—Belt or chain; Eclipse free engine clutch on belt models, actuated in connection with idler lever.

We are still leaders in progressive features. R-S Adjustable Spring Seat Post—correctly designed. Double Oiling System. Two Powerful Brakes. R-S Adjustable Foot Rests. Foot and Hand Operated Idler. R-S Spring Fork, proven correct. Luggage Carrier and Tool Case, and many other exclusive features.

ONE TWIN—Undergeared single chain drive. Clutch on chain models is a large leather faced cone of our own design.

We were the first to bring out a Mechanically Operated Motorcycle Motor. Other makers have since adopted this feature. All our motors have imported ball bearings.

SEND FOR MOTORCYCLE
AND BICYCLE CATALOGS

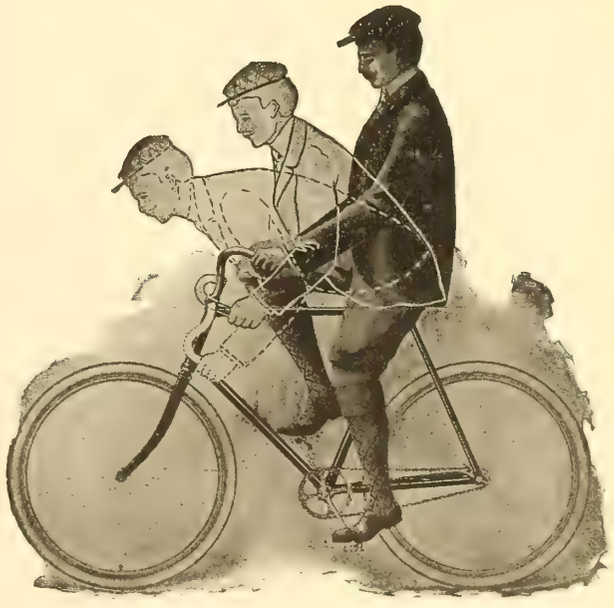
READING STANDARD CO., 306-340 Water Street, Reading, Pa.

R-S R-S

THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.

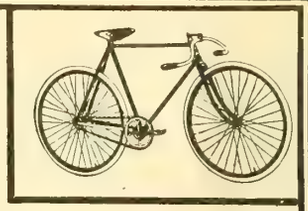


The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio



How to Satisfy Your Customers and Make Money

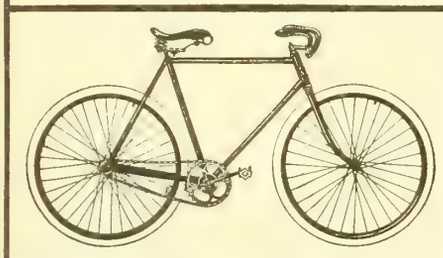


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

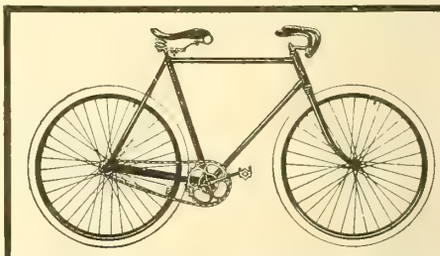


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.

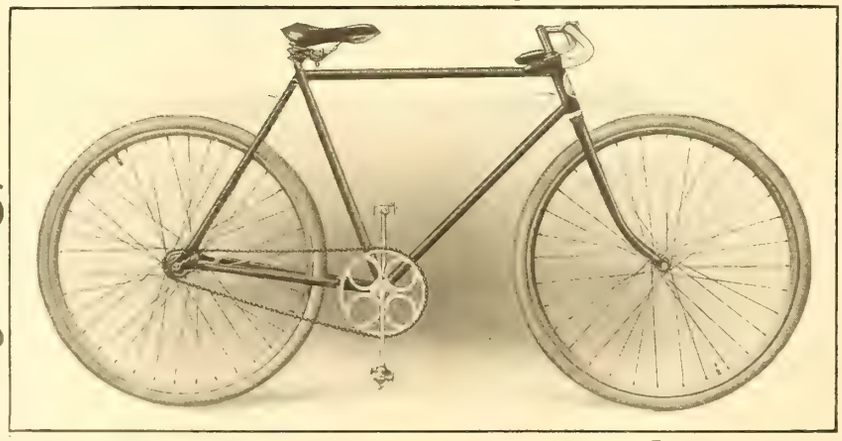


HERE IS THE THREE IN ONE

(1) Profit Leader. (2) Trade Builder (3) Pays the Rent

UNXLD

ROLLER CHAIN DRIVE
SHELBY SEAMLESS TUBING
GUARANTEE TIRES



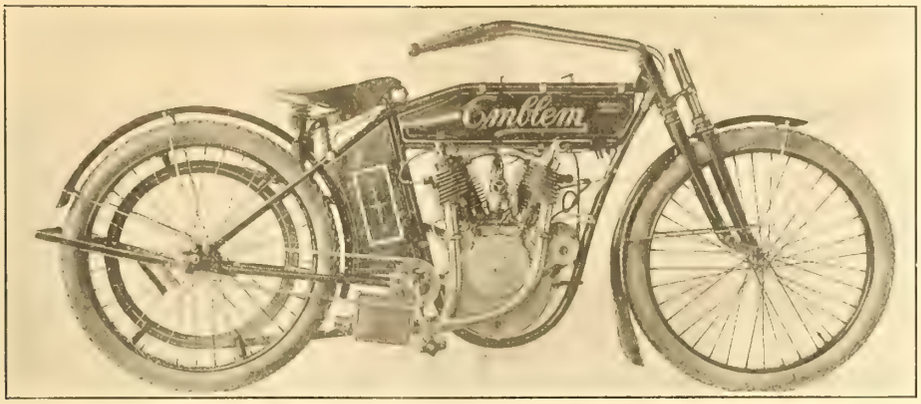
GENUINE FAUBER HANGER
DOUBLE COIL SPRING SADDLE
SOLID HUBS

A Soul Compelling Combination that will titulate your ptuitary body.

WE HAVE A RARE MONEY MAKING PROPOSITION. ASK US ABOUT IT.
SOME EXCLUSIVE TERRITORY STILL OPEN — BUT SPEAK QUICK.

MOTOR CAR SUPPLY CO.

1451-1453-1455 Michigan Blvd., — Chicago.



EMBLEM 7 Horsepower Twin Cylinder. Price $250
Free Engine Clutch. Magneto Ignition. Stroke 3 1-2 In. 1 1-4 In. V-Belt Transmission.

The Emblem

The Motorcycle Comfortable

Built with special aim toward giving the rider his money's worth of comfort, reliability and a minimum of maintenance cost. New catalog contains the model you've been looking for. Send for it.

EMBLEM MANUFACTURING COMPANY

Member M. M. A.

Angola, Erie County, New York

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.

ONLY IN A **PERSONS** CAN YOU HAVE

THIS PATENTED CONSTRUCTION

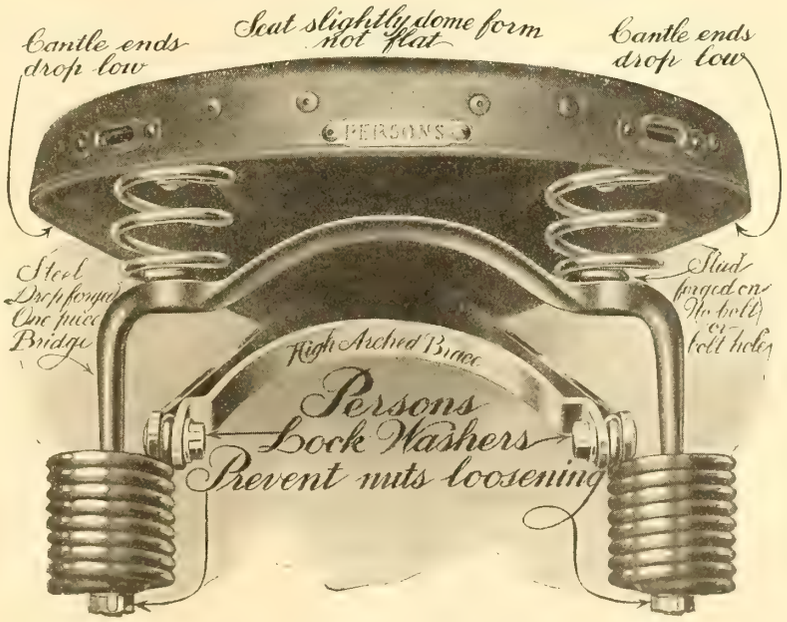
High Bridge

Greatest Clearance

No Bumping

All Springs Act Together In Perfect Harmony

No Obstructions To Destroy Action



No Other Saddle Is Fitted With Lock Washers

Think of This Before Getting A Saddle That Will Fall Apart

THE SPRINGS **ABSORB** THE SHOCKS

THIS ARRANGEMENT IS SCIENTIFICALLY CORRECT AND SELF-BALANCING

THE PERSONS MANUFACTURING COMPANY, WORCESTER, MASS.

Thickest Treads



Most Mileage

Goodyear Motorcycle Tires offer you the extra mileage of tires with extra thick treads. Our treads are thicker than those found on most any other motorcycle tire. So our tires are more durable and less liable to puncture. Yet these motorcycle tires—"little brothers" of the famous Goodyear No-Rim-Cut Auto Tire—cost you no more than ordinary tires. You get the extra service FREE.

Superiority of Construction

In building a tire several plies of fabric are stretched, one at a time, over an iron core. Naturally, these layers of fabric in hand-made tires are unevenly stretched. The tightest layer bears the major part of the strain, and soon gives way.

Result—blowout.

The Goodyear Tire Machine stretches each ply at exactly the same tension. Each layer bears an equal share of strain.

Every layer is an integral part of the whole fabric. Not one layer—but the entire fabric bears the strain. Consequently this reinforced fabric is strong to the highest degree. The tire lasts.

We place them on an endurance machine. We wear them down by hundreds of thousands of revolutions on a surface more severe than the average roadbed.

If our tire does not outlast and outwear every other, then we keep at it until we make one that does.

Thus do we certify Endurance, the true test of quality.

Thus have thousands of riders everywhere come to realize the wonderful advantages and the economy offered by these tires.

And thus have the 13 leading motorcycle manufacturers contracted for our tires for their 1912 output.

As the sum total of satisfaction offered by your motorcycle is necessarily limited by the service rendered by the tires, it seems folly to take chances. Take Goodyears instead. You will be splendidly repaid.

Write for Our Interesting Illustrated Booklet on Motorcycle Tires.

GOODYEAR TIRE & RUBBER COMPANY, Moal St., Akron, Ohio

Branches and Agencies in 105 Principal Cities

(509) **We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits**

THE
BICYCLING WORLD and MOTOR REVIEW
(FOUNDED 1877) CYCLE

Vol. LXIV. New York, U. S. A., Saturday, January 20, 1912. No. 18

CURTISS FORMS HOLDING COMPANY

Capitalizes at $600,000 and Takes Over Various Properties That Bear His Name —Main Offices at Hammondsport.

Hammondsport, N. Y., Jan. 15.—A $600,000 holding corporation to take over the Glenn H. Curtiss properties in this city has been organized with the following officers: President, Glenn H. Curtiss, of Hammondsport; vice-president, Monroe Wheeler, of Bath; secretary-treasurer, C. Ray Hall, of Hammondsport; directors, the foregoing officers and J. Fanculli, of New York, and Philip Sawyer, of Elmira. To the new company Mr. Curtiss turns over all his rights and holdings in the Curtiss Motorcycle Company, the Curtiss Aviation School, the Curtiss Motor Company, the plant and equipment at Hammondsport, all patents secured and pending, contracts, good will, etc.

Of the stock of the new company, $300,000 will be 7 per cent. preferred and $300,000 common. The offices will be located at Hammondsport.

Chicago Cycle Supply Moves Down Town.

The Chicago Cycle Supply Company, jobbers of bicycle and motorcycle supplies, has moved into its new home at 22 West Lake street, Chicago, between State and Dearborn streets, where it occupies three floors 26 by 140 feet, giving a floor space of over 10,000 square feet, and this entire space will be devoted exclusively to bicycle and motorcycle supplies. The company states that its business in the future will be wholesale to the trade only, and that it is open to entertain propositions from eastern manufacturers looking for Chicago representation.

The company will soon issue a very complete catalogue which will be mailed to all dealers in the middle west, south and west. The old location of the house at 3255 North Clark street, will be disposed of to local parties for retail purposes.

Will Continue to Market "Nobby Tread."

The United States Tire Company is announcing to the trade and to consumers throughout the country that the manufacture and sale of Nobby Tread tires is continuing as heretofore. This statement is supplemented with an announcement to the effect that the company is under no prohibition from the courts.

Application had been made for an injunction to restrain the United States Tire Company from marketing Nobby Tread tires pending the result of an appeal, but the court ruled that the injunction be suspended pending the appeal. This means, of course, that the handling of the tire will be carried on by the company in the same manner as previously.

Henderson Appoints Eastern Distributor.

Contracts have been closed for the sole eastern agency for the Henderson motorcycle by the New York and Brooklyn Automobile Supply Company, 1717 Broadway, New York City. The agency will be run as a branch of the company's automobile supply department, and will be in charge of Felix Lewin, formerly of the Moto-Accessories Company, and secretary of the Harlem Motorcycle Club. A demonstrating Henderson will be on the salesroom floors by February 20. The company also handles the Standard tire protector.

Vim Co. Closes Large Excelsior Contract.

The Vim Cycle & Hardware Company 137-139 Broadway, Buffalo, N. Y., has secured the agency for the Excelsior autocycle for western New York and northern Pennsylvania, in which territory President John W. Henry of the Vim people says his company will act as general distributors, in addition to retailing in Buffalo.

WAVERLEY MAKES COMPLETE MODEL

Distinctive Type Motor Now Incorporated in Full Grown Machine—Has Ingenious Leaf Spring Frame and Fork.

Having achieved an enviable reputation for the Waverley overhead valve motor in speed contests, the Waverley Mfg. Co., Jefferson, Wis., now is offering a complete motorcycle of its own, embracing this distinctive power plant, as well as several constructional features distinctly new to motorcycle practice. Bearing a four-horsepower rating, the Waverley, as it is styled, will be made in one model only, and in single cylinder form.

Campaigned for two years on road and track in this country and abroad, the Waverley motor, mounted in other makes of chasses, soon gained prominence by its sensational successes, perhaps the most notable of which was the winning of a 100-mile championship at Dublin, Ireland, against the cream of the foreign machines. Its cylinder dimensions are 3⅜ x 3 13/32, and the flanges are lathe turned to obtain uniform expansion. Generous size F. & S. ball bearings carry the crankshaft.

One-piece nickel steel valves are used, and are located directly over the piston, being tripped by individual rockers. The valves are interchangeable. Vanadium steel drop forgings are used throughout the motor. A wide range of flexibility is obtained through the use of a Heitger multiple jet carbureter, and the glass float chamber permits the gasoline level to be observed at all times. Firing is accomplished with a Bosch ball bearing magneto, mounted in front of the cylinder and driven by an enclosed gear train.

Lubrication is taken care of by a mechanical pump, which is said to have but two moving parts. It can be adjusted with

the motor running. No check valves are used in its makeup, obviating the liability of clogging, and the most important claim made for it is that it is the only motorcycle mechanical pump that will handle successfully, oil charged with foreign matter. An unusually large muffler, built of cast aluminum, is located in front of the motor, where the maximum benefit of cooling is obtained. Owing to its ample size, no cut-out is fitted, and the use of aluminum is claimed to permit the use of a large expansion chamber without undue increase in weight.

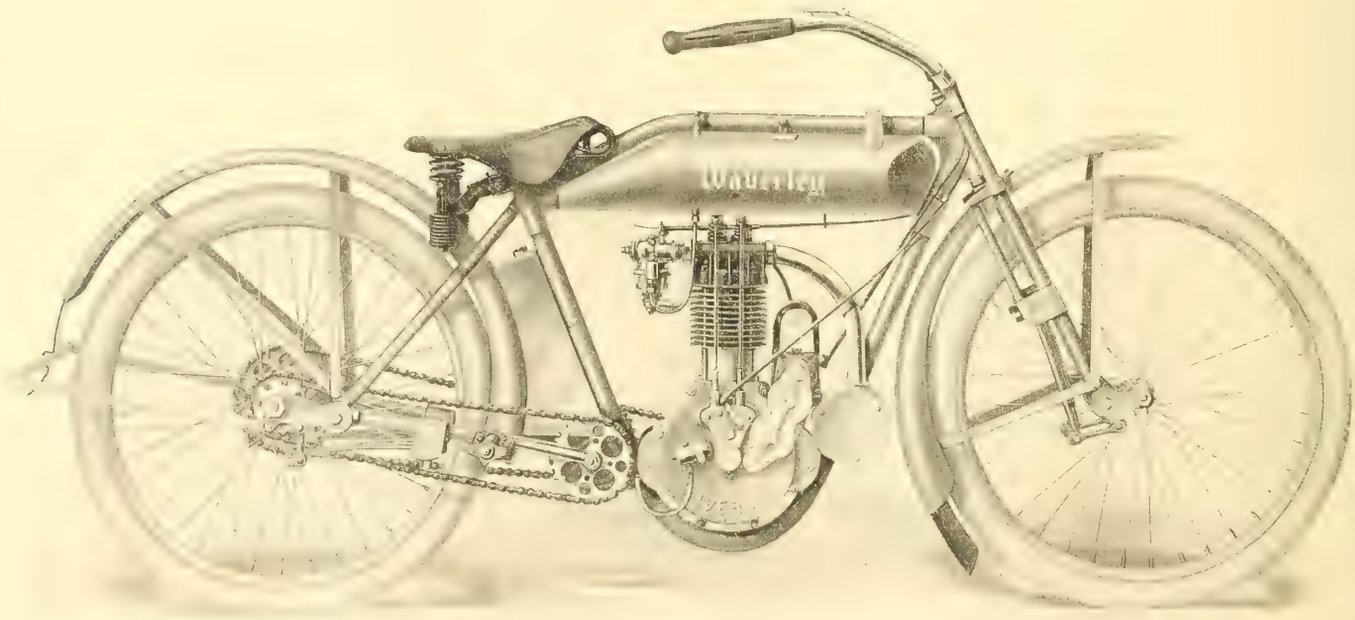
Automobile constructional tendencies are apparent in the springing of the frame and fork, the system being distinctly unique. Quarter-elliptic leaf springs of vanadium steel are used, and are adjustable to the weight of the rider. The frame is of the construction where strains are greatest. The riding sensation of this type of suspension is said to be totally unlike any other. Fork sides are carried up to the frame head to form a double handlebar mounting. Motor control is through the grips via Bowdon cables. The spark control is through a separate finger lever on the right bar, the grip controlling the compression release only.

Separate tanks are employed, the gasoline reservoir being carried between the frame truss tubes. It holds two gallons. The oil tank, located back of the seat mast, accommodates two quarts. Transmission is through double roller chain of Diamond make. Large sprockets are used to reduce chain speed and noise. Twenty-eight inch single clinch wheels shod with 2½ inch tires are fitted. Fenders are flared to arcle and Motor Co., Ltd., Toronto, has been negotiating with certain motorcycle manufacturers of the United States for an arrangement whereby machines might be assembled in Canada.

Sam Vogan, Toronto's crack endurance run contestant, has given up the Minneapolis agency.

Eisemann Transfers Sales Office and Staff.

The sales department of the Eisemann Magneto Company, heretofore maintained at Detroit, has been transferred to and consolidated with the main office of the company at 225-227 West 57th street, New York, closer conenction with the factory in Brooklyn, N. Y., being thus provided. A. T. LeBlanc, long an Eisemann attache, has been appointed sales manager. H. D. Wilson will remain in charge of the Detroit



FIRST MODEL OF THE WAVERLEY WITH OVERHEAD VALVES AND SPRING FRAME

standard double truss loop type, the springs being slung from the rear stays. Instead of being carried in the usual frame slots, the rear wheel floats on a pair of rocker links hinged to the frame. The springs are shackled in front to housed axle extensions on the lower stays, and at the rear to auxiliary shackles on the rocker links.

In the fork the main rigid member is in front, and the axle is carried on the extreme forward end of the lower links. The auxiliary fork member projects from the crown half way down the length of the main fork in its rear, where it picks up the spring leaves. At their lower end the springs are shackled to the fork links. A clip circling the main and auxiliary fork members at the spring upper connection acts as a check on "whipping." The wheelbase is 56½ inches. Fork and frame springs are interchangeable, operate noiselessly, and embody no sliding joints.

All frame and operator's weight is carried between the springs, affording rigid rest side splashing, and have ample clearance for tire chains. The front hub is Corbin with knockout axle, and the rear carries a Corbin band brake. The standard finish is Waverley blue with nickel trimming, and standard equipment will include a clutch. The price tag is marked $225.

Late Doings of the Toronto Trade.

Toronto, Jan. 14.—Walter F. Andrews, the Canadian bicycle champion, has secured a sub-agency for the Indian product. This is significant in view of the fact that Andrews' emporium at 369 Yonge street, is only a few doors away from the Excelsior branch here. The main Canadian distributing depot for the Indian will be situated at 384 Spadina avenue, H. M. Kipp, the Canadian representative of the Hendee company, having secured commodious quarters there recently. Andrews is already the sole Pierce agent for Toronto.

A denial has been given to the report that T. A. Russell, president of the Canada Cybranch. A branch opened at 427 Meriden street, Indianapolis, will be in charge of Lon R. Smith.

An Addition to Harley-Davidson Plant.

Milwaukee, Wis., Jan. 17.—An extension of large proportions will be made to the Harley-Davidson Motorcycle Co.'s plant, Thirty-seventh and Chestnut streets. Plans are in preparation for a five-story concrete structure, 87 x 135 feet, to cost $60,000.

Indian Houses Its Foot Starter.

To afford protection from dust, mud and flying stones, the Indian foot starter ratchet mechanism is now housed in a neat metal cap. The housing is applied in such a manner as to be quite inconspicuous.

Handin Severs His Thor Connections.

J. A. Handin, sales manager of the Aurora Automatic Machinery Co., makers of Thor motorcycles, has resigned. His plans for the future have not been announced.



SOME OF THE PIERCE TESTING FORCE

Eight Pierce Testers Are on the Job.

Every Pierce motorcycle leaving the factory of the Pierce Cycle Company, of Buffalo, N. Y., is tested from 50 to 100 miles on the road. The company employs a staff of eight testers, who are kept constantly at this work. The photograph shows some of the men thus employed enjoying a slight relaxation at the roadside.

Gives Clutch as Standard Equipment.

E. C. Kicherer, New York representative of the Flanders Mfg. Co., Pontiac, Mich., announces that the Flanders will have an Eclipse clutch as standard equipment at the list price of $175. The finish also will be touched up, and the motor base will be polished instead of the sand blast scrubbing it now receives. Vigorous denial is made of the rumors of a contemplated price reduction, which are asserted positively to be unqualifiedly false.

Will Handle Excelsiors in Westchester.

A contract has been closed by the Ford Motorcycle and Auto Supply Company, of White Plains, N. Y., with the Excelsior Motor Mfg. and Supply Co. of Chicago, to handle the Excelsior line for Westchester county, N. Y. The Ford company is a member of the Motorcycle Dealers' Association of Greater New York, and is also county distributor for the Flanders, Curtiss and Marvel. The company has an up-to-date machine shop and is prepared to do all sorts of repairs and special work.

Federal Rubber Mfg. Co. Men Dine.

Once each month the Federal Rubber Mfg. Co., of Milwaukee, tenders a banquet to the managers of its various departments. These gatherings are of a semi-social and business nature, and after the good cheer has been disposed of a general discussion of the operations in each of the company's many departments is in order.

The illustration on this page shows the Federal "family" gathered in the red room of the Pfister Hotel, on one of these festive occasions, those present being Byron C. Dowse, president; Herbert A. Githens, vice-president; Richard Ward, secretary-treasurer; F. Haskell Smith, superintendent of works; J. E. Kepperley, general counsel; Arthur A. Frank, assistant superintendent; Edward Hutchins, superintendent of construction; Arthur J. Zealley, publicity manager; P. H. Ober, superintendent tire department; W. H. Piggott, first assistant sales manager, D. H. Roberts, second assistant sales manager; R. T. Huntington, manager of traffic; Earl White, manager of cost department; G. H. Money, purchasing agent; A. H. Willson, assistant to the secretary.

"I believe these monthly gatherings to be most beneficial to the company's interests and progress, as well as to our department managers individually," said President Dowse, "for it brings us together under conditions of mutual good-fellowship, free from the ordinary restraints of business hours, and has a tendency to promote a freedom of discussion, suggestion of new plans, improvements, etc., and a general co-operation that we might not otherwise obtain."

Allen Now New York Federal Manager.

Announcement is made by the Federal Rubber Mfg. Co., of Milwaukee, of the appointment of Marcus Allen, as manager of its New York branch, with headquarters in the metropolis. Mr. Allen, who was formerly connected with the Empire Tire Co., left that house to take the management of the New York branch of the G. & J. Tire Co., of Indianapolis. Inasmuch as the former officials of the G. & J. Tire Co. are now at the head of the Federal Company, Mr. Allen's connection with the latter company is in the nature of a "welcome home" by his former business associates.

Having a wide acquaintance among the pneumatic tire trade, and an enviable record for results achieved in sales promotion work, Mr. Allen should prove a strong link in the chain of representative selling connections which the Federal Company has established in all parts of the country.

Gunning For H-D Orders in Maryland.

While on a "gunning trip" last summer among "up-State prospects," Manager John N. Carroll, Jr., of the Chase Motor Company, Charles and Read streets, Baltimore, agent for the Harley-Davidson, had has picture taken on the "big gun" that he used to bring down the game he was after. That it did the business to perfection is proven by the rapid increase in orders

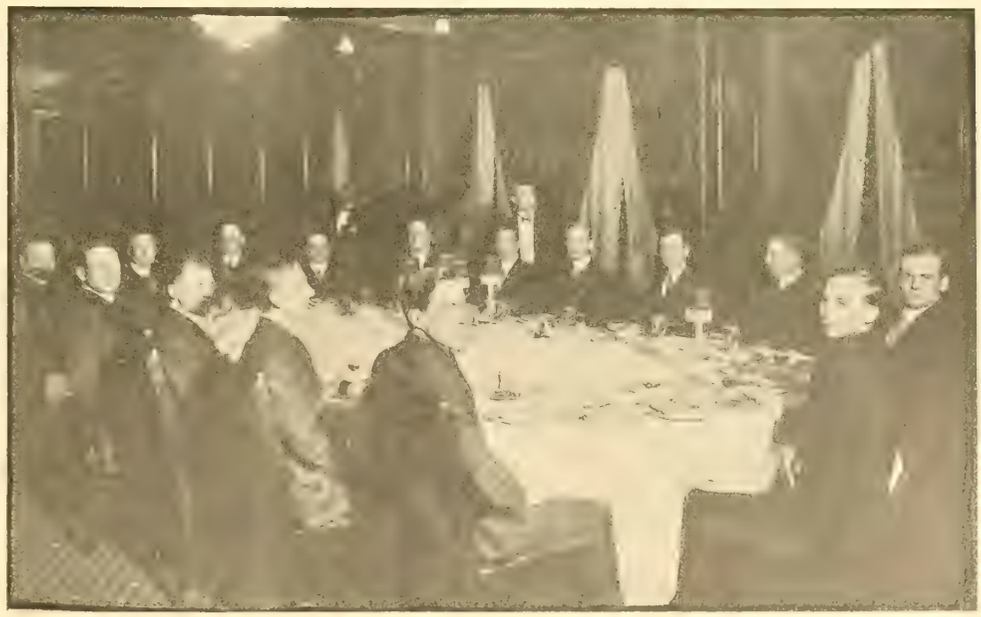


JOHN N. CARROLL, JR., OF BALTIMORE

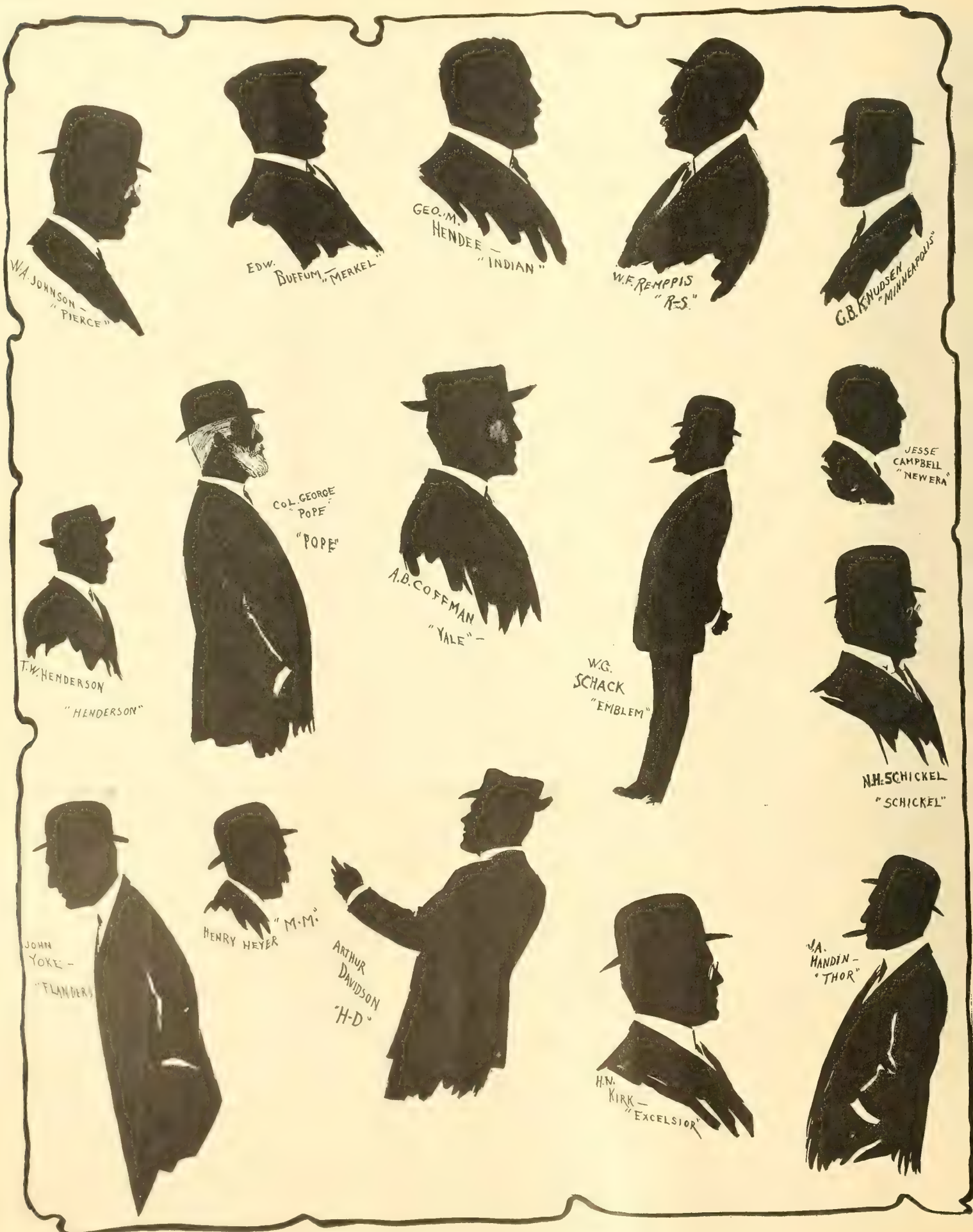
from that section of Maryland, for both 1911 and 1912 machines. The Chase Motor Company has been one of the most successful of the Harley-Davidson agents. It states that it has captured the first new Baltimore business, having been taking orders and making prompt deliveries on 1912 models of the H-D since the first week in November.

Shirley Off For a European Trip.

Amos Shirley, one of the pioneer bicycle and motorcycle dealers of New York sailed for England Saturday, January 13. He will be absent about six weeks.



MONTHLY DINNER OF THE FEDERAL RUBBER MFG. CO.'S EXECUTIVE FORCE



"SIDE ELEVATIONS" OF PROMINENT TRADESMEN AT THE RECENT GARDEN SHOW

Uniform Plan For Goodyear Branches.

Under the energetic direction of C. W. Martin, Jr., district manager in the Southern States for the Goodyear Tire & Rubber Company, the past year has shown a fine growth in the number of branches he has established. Starting a year ago with one store in Atlanta, the opening of 1912 finds Mr. Martin supervising five branches.

An innovation of Mr. Martin, is that of making all of the branches in his territory uniform in construction, interior decorations and furnishings, and in methods of storing and handling stock. To this end elaborate changes are to be made in some of the branches during the spring. The Atlanta branch, which is located at 223 Peachtree street, is to be remodeled to conform with the uniform plan, and 1,000 square feet of additional floor space will be added to the office. The stock room, which contains nearly 6,000 tires, and the shipping department, will require but slight changes. H. E. Hyde is the local manager.

The Charlotte, (N. C.) branch, which was opened November 1, already conforms to the uniform plans in construction and furnishing, as does the Jacksonville (Fla.) branch which moved into its new quarters October 1. L. R. Gemmill is manager.

At present, the Birmingham, (Ala), branch is occupying temporary quarters, but will soon move into its new quarters, a two-story, 48 x 90 building, now under construction. J. G. Caldwell is the local manager at this branch. The New Orleans branch is at 536 Baronne street, and will be remodeled along the uniform plan lines in the near future. T. H. McGehan occupies the position of local manager.

Reliance Factory Resumes Operations.

Owego, N. Y., Jan. 15.—On Tuesday of last week the one-time plant of the Reliance Motorcycle Company resumed operations after a period of inactivity dating from July 31 of last year. The company that purchased the plant is known as the Ives Motorcycle Corporation, and was organized during the first week of the present month, incorporation papers being filed at Albany, the capital stock is given at $60,000, and bonds to the amount of $15,000 are being issued, one-half of which will be placed in Owego, and the other half in Elmira. The directors are: W. H. Ives, Hon. Frank M. Baker, H. Taten Patten, of Waverly, N. Y., and Frank T. Carroll and Charles B. Smartwood, of Elmira.

Jackson Will Issue Bicycle Sundry Catalog.

W. E. Jackson, 628 Third street, San Francisco, is about to issue a bicycle sundry catalog and would be pleased to receive subject matter and electros for same from the different manufacturers. W. E. Jackson is the firm name established by W. E. Jackson, Sr., 20 odd years ago. About three years ago, W. H. and W. E. Jackson, Jr., took over the business and added the Dayton line of bicycles, being distributors for that wheel in northern California.



INTERIOR OF A HUSTLING TEXAS FIRM'S STORE

The Ben. L. Miller Company, 715 East Houston street, San Antonio, Texas, is the agent for Pierce motorcycles and Dayton bicycles.

During 1911 they added a line of bicycle sundries and the business grew to such an extent that they were forced to procure larger quarters at the above address. They enjoy spur track facilities into their warehouse and do a strictly jobbing business.

Indian Agents Inspect the Hendee Plant.

The recent New York show brought together a large number of Indian agents from all parts of the country, and at its close an adjournment was taken to the factory at Springfield, Mass., to witness the process of manufacture. On the arrival of the party at Springfield on Sunday evening they were met by F. J. Weschler, treasurer and sales manager of the Hendee Mfg. Co., and entertained at supper, and on the following day the big Indian plant was thoroughly inspected.

Monday evening the entire party was taken to the theater, after partaking of a dinner at the hotel. A meeting of the visitors was held and a vote of thanks tendered the Hendee Mfg. Co., for the pleasure and entertainment afforded.

Among those present were: H. B. Clark, Buffalo, N. Y.; George H. P. Stone, Ilion, N. Y.; Joseph Voll, William Rothmiller and H. R. Williams, Lancaster, Pa.; A E. Gettys and George F. Hewitt, Harrisburg, Pa.; A. G. Schmidt, Pittsburgh, Pa.; John Rawlings, Scranton, Pa.; S. F. Weary, Mt. Carmel, Pa.; John Sykes, Jr., Trenton, N. J.; Ed. Stauder, Rochester, N. Y.; and Charles Daycock, Rome, N. Y.



A BOSTON RETAIL HOUSE THAT HAS MADE GOOD

The New England Motorcycle & Bicycle Company, W. Fraser Halliday, Manager, is located at 176 Columbus avenue, and handles Harley-Davidson, Yale and Pope machines.


STEEP HILL
BETTER WALK
IF NOT EQUIPPED
WITH A
CORBIN
BRAKE
CORBIN
NEW BRITAIN
CONN., U.S.A.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 20, 1912.

Track Franchises Should Be Permanent.

In formulating a plan whereby the men who invest their capital in the construction of tracks for motorcycle racing will be protected by an exclusive franchise, the Federation of American Motorcyclists has a problem on its hands which, though not impossible of favorable solution, presents some difficulties.

As is proposed in the resolutions drafted by the F. A. M. board of directors, the franchise rights cover a stated period of one year only, which is too short a time for the investor to realize upon the original cost of outlay. It is true that under the proposed statute preference will be given the original investor for a renewal of his franchise, but no guarantee to that effect is forthcoming.

It would offer greater encouragement to capital if franchises were made permanent, subject, of course, to cancellation, if rules are not lived up to. People who invest their money in tracks do not do so for purely eleemosynary purposes—the primal reason for the investment is to make money.

In any sport in which professionalism enters, the situation must be considered from the practical business standpoint, else capital will be chary of the proposition. There is little danger of promoters obtaining absolute control of the sport simply because their rights as investors are guaranteed. Proper restrictions can be placed on all tracks that will make them models of decorum, and yet not interfere with their profit making proclivities. For the good of the sport and its future success the honest investor should be encouraged and not repelled.

Why the Sidecar Ought to Prove Popular.

If sentiments voiced at the New York show count for anything, and there is good reason for believing that they do, the sidecar will have not a little to do in increasing the popularity of the motorcycle as a pleasure vehicle for women this year. Many who heretofore have abstained from purchasing a motorcycle because they were unwilling to ride alone, and also did not care to ask their lady friends to occupy the rather undignified and somewhat precarious perch on a tandem seat, are highly enthusiastic over the motorcycle sidecar. Ladies who cuddled themselves in the sidecars at the show went into ecstacies over them, and because of the fact that they permit the enjoyment of motorcycling in a new and enjoyable form they will be no strange sights on the roads this season. With high-powered engines, clutches and change speed gears, the present day motorcycle is better equipped to handle a sidecar burden more easily than it ever before has been.

Secretary Bassett's Silver Anniversary.

Chosen as the secretary of the League of American Wheelmen, January 17, 1887, Abbot Bassett on Tuesday last completed his twenty-fifth year of faithful, conscientious service to the cause of cycling in that capacity.

The choice of Mr. Bassett to what was then denominated the office of secretary-editor, was the outcome of one of the hardest fought battles known to League history. Since that memorable occasion he has seen the League membership grow from 10,000 in 1887 to 103,000. He has seen the good roads movement started and grow to the magnificent proportions it now can boast. He has seen racing fostered and developed and the flag of amateurship never lowered. He has seen a fraternal spirit growing out of the association of splendid fellows interested in the cause. He has seen over and over again the love and confidence that the wheelmen have for and in the organization that has been so much to them and has done so much for them.

It is the earnest wish of his hosts of friends and the legions of followers of the sport of cycling, for which he has worked so long, that he be spared his health and strength for many years to continue in the office he had filled so efficiently and loyally.

The Bicycle's Place in World's Work.

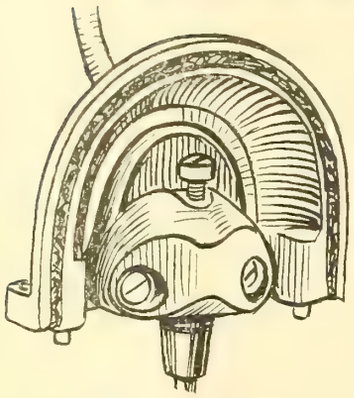
Because of the bicycle the world is bigger, better and brighter. By the demands created in its manufacture, advancement in methods of production of history making importance were absolutely necessary and in like degree were successfully consummated. Due to its use millions have been benefited. From its development and being have been made possible and have arisen industries previously undreamed of and which now are of utmost pre-eminence in the world's work.

That the manifold benefits from its use at the present and in the future are more than ever accessible to those most in need of such is a matter of figures and price that cannot be gainsaid. The conditions under which its pleasures may be enjoyed, brought about by the ever advancing improvement in construction together with superb highways extending into every corner of this broad land, are surpassingly propitious.

To further a purpose that will bring about such far-reaching results, should be the desire and aim of every loyal, red-blooded citizen of this great commonwealth. That purpose through which this aim can be most speedily and efficiently accomplished is the project of producing, developing, financing and sending a representative American bicycle team to the Fifth Olympiad. Your patriotism, love of sport, and fidelity to your business interests should demand your support. This campaign was undertaken in a broad spirit and is worthy unequivocally of your aid in the same spirit. It is a movement in which all can afford to join. If they cannot give much, they should give little. Will you, Mr. Manufacturer, Dealer, Jobber, Club, or Rider, meet the issue?



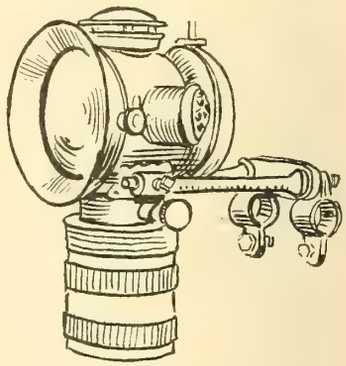
Fresh Features from the Factories



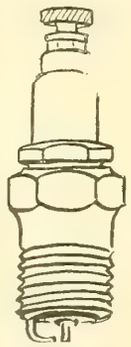
Bosch Secondary Terminal and Brush Holder



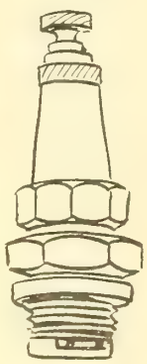
Imperial Ball-Bearing Separator



Solar Self-Contained Generator Lamp.



Me zger Soot-Proof Plug



Mosler Spit-Fire Plug.

American Bronze Co., Berwyn, Pa.: Bearing Bronze—It is a well known fact that a considerable part of the wear which necessitates periodical overhauling of a motor is caused by the abrasive action of minute particles of metal which are freed from the bearings, and floating around in the oil, cause rapid wear of the cylinders and bushings. Metallization of oil is claimed to be eliminated by the use of Non-Gran bearing bronze, because of its ability to withstand high shaft speeds without disintegrating. It is being used in several well-known motorcycles, and also comes in convenient cored bars for repair work.

American Circular Loom Co., Aldene, N. J.: Magnetos—In the crop of really new things at the show, was numbered the No-Lag magneto, made for twin engines. It is of the low-tension type with transformer coil, and embraces several novel features. The high-tension current, instead of being distributed to each plug and returning through a ground, jumps simultaneously in both cylinders, one spark occurring at the top of the compression stroke, and the other at the top of the exhaust stroke. The spark in the "dead" cylinder is claimed to clean the plug points, and build up the spark in the firing cylinder. It also is claimed that there is "no lag" between the breaking of the contact, and the making of the spark at the plug. The condensers are placed directly over the circuit breakers, an arrangement claimed to reduce to a minimum, pitting and burning of the platinum points, and also wear on the breaker parts. The armature is carried on ball bearings of the annular type. Moisture is claimed to have no effect on the operation of the instrument, and that a spark is produced at the lowest motor speed.

American Vanadium Co., Pittsburgh, Pa.: Steel Castings—Vanadium steel and iron castings, with samples of both bent cold and twisted to demonstrate their structural strength, were shown. Among the exhibits were motorcycle cylinders poured from vanadium iron and the flanges turned from the solid. The metal appeared of remarkably smooth grain.

F. A. Baker & Co., New York City: Accessories—No motorcycle show would be complete without Baker, who, although apart from the two-wheel colony this year, did the largest business since they have taken space at the shows.

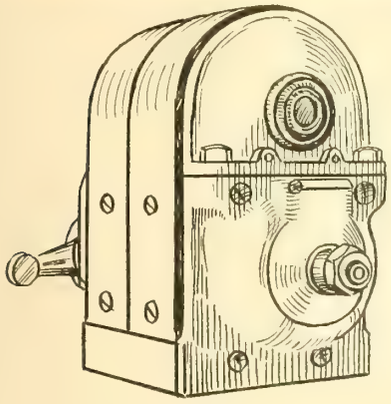
They had the largest and most complete line of motorcycle accessories in the Garden, including many imported and domestic devices, for which they have exclusive distribution. Among their 1912 leaders shown were unit generator gas lamps, tail lamps, tire chains, exhaust whistles, celluloid foot pumps, tire dressing, handlebar mirrors, clothing, saddle brackets, and self-healing inner tubes.

Bantam Anti-Friction Co., Bantam, Ct.: Ball Bearings—Two types were shown, the DKF, an imported bearing with two-piece separator, and the Bantam, domestic, with a unit separator. Both are of the radial ring silent pattern. The DKF bearing is loaded through symmetrically spaced slots in one face of the outer ball race. In the Bantam bearing, the separator is first fully loaded and inserted in the track rings by light pressure.

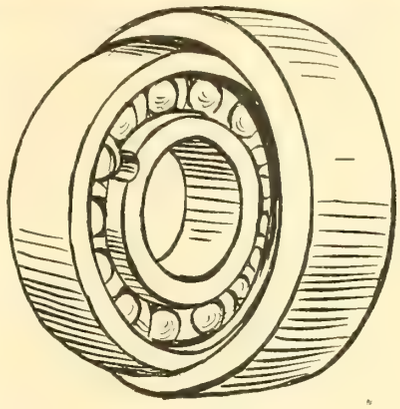
Barthel, Daly & Miller, New York City: Ball Bearings—This firm are American representatives of Schafer ball bearings, the makers of which claim to be the pioneers in employing 92 per cent. of balls in the raceway, or one less than a full type bearing. Schafer bearings are made both in ball and roller types, and are distinguished by the employment of dustproof plates on both sides, entirely housing the balls from all injurious foreign elements. The separator is of two-piece construction, the bearing being of the side loading type. Special attention is called to the use of the dust caps, which are snapped into grooves and bear on the outer edge, being spring retained. The dust plates do not bear on the separator or inner race, so that there is no cramping of the moving parts.

Benford Mfg. Co., Mount Vernon, N. Y.: Spark Plugs—Heavy mica insulating core and a four-point electrode housed in a recessed chamber, giving a pyramidal ignition of the mixture, are the features of

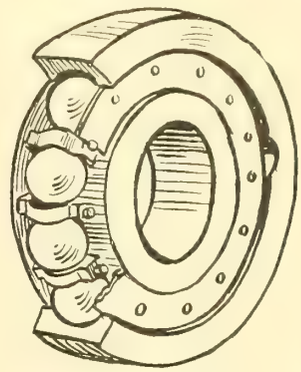
Shown at the Garden Mart



Bosch Enclosed Magneto and Cable Gate



Rhineland Self-Aligning Bearing



Schafer Separator and Bearing Assembly



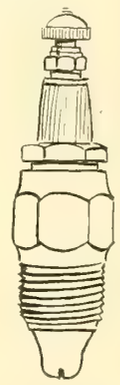
the Monarch magneto plug. It also is made for battery ignition, with either mica or porcelain cores, and in metric or standard threads.

Bosch Magneto Co., New York City: Magnetos—Very naturally the products displayed at the Bosch encampment proved a magnetic attraction for visitors, especially the giant plug with its innards exposed, which threw a terrific spark, the crackle of which could be heard throughout the Garden, and was a healthy arc lamp for brilliancy. Models of the latest Bosch enclosed magnetos for motorcycles, ZEV and ZE1, were shown, and one of them connected to a plug rack, and fitted with hand wheel, demonstrated how easy, starting now is, with this instrument, because of the extremely low armature speed at which a spark is generated. By far the most interesting demonstration that Bosch offered, was that of a stock enclosed magneto, coupled to a set of plugs, and firing regularly with a stream of water steadily drenching the terminals and contact breaker, in fact saturating the exterior of the entire instrument. This novel test continued throughout the two weeks of the show, and convincingly demonstrated the accuracy of the ground joints of the housings of the vital parts.

Aluminum is used for the end plate housings. On the contact breaker side the plate is in one piece, while on the driving side it is in two parts. The brush holder and secondary cable terminal are located inside the end plate on the right side, where they are absolutely protected. A single screw serves to fasten the cable to the terminal, and these parts are accessible by the removal of two screws in the end plate. Felt packing inserted in grooves in the inner face of the housings, and between the magnets, insure absolute protection against the entrance of moisture, and covered oil wells complete the defense against water, mud, oil, dust and other trouble makers.

New and ingenious arrangement of the short circuiting switch in the contact breaker, renders impossible accidental interruption of the current by mud or water. The breaker box is fitted with a small steel spring, bearing upon the screw which carries the primary current to the circuit breaker. When the breaker is brought to full retard, this spring grounds the primary current automatically. The timing range remains between 20 and 25 degrees, and an additional retard of two or three degrees is required to bring the cut-out switch into play.

Although previously brought to a state bordering on perfection, the Bosch plug has been improved still further. The points of the electrodes now are crescent shaped, giving a lower electrical resistance, and consequent generation of a spark at lower motor speeds. The crescent electrode also discharges current in the form of a sheet of flame instead of a ball, making ignition more rapid and complete.



Sharp "Cross Roads" Plug



Black Eagle Double Service Plug

Bower Roller Bearing Co., Detroit, Mich.: Roller Bearings—For some motorcycle work, roller bearings are supplanting balls, having proven more satisfactory, especially in respect to load capacity and durability. Bower bearings are of a compound type, taking care of both radial and thrust loads. The body of the roll takes the load strain, while one end has a double bevel shoulder to meet thrust loads. Both the radial and thrust portions perform their functions independently, and the increase in the load on either, does not affect the other. The body of the roller is in contact throughout its entire length, on the inner and outer raceways, while the thrust shoulder rides in a grooved race of its own. Non-adjustability is advanced as a strong feature, in that it permits regulation of end play without interfering with radial alignment. Large diameter rollers are used, affording low roller speeds and higher shaft speeds, the while retaining long life in the bearing.

Columbia Lubricants Co., New York City: Oils—Motorcycle oils in light and medium grades were offered. These oils are not pitted against price competition and are marketed solely on their quality. The usual claims of high fire test, low cold test, freedom from carbon and density of body, are made. An interesting attraction at this stand was a set of vials, containing fres-

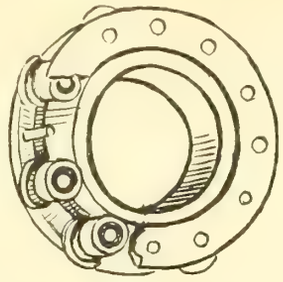
the raw product, crude petroleum, then the higher distillates in the order of their removal, viz.: gasoline, kerosene, parafine, engine oil, cylinder oil and finally, coal tar.

Christian Bros., Co., Brooklyn, N. Y.: Accessories—Hand soap, brass polish and solder that "takes" without heat, were the specialties offered by this house. The solder comes in a collapsible tube, and its "set" is claimed to be derived from atmospheric action when exposed to the air.

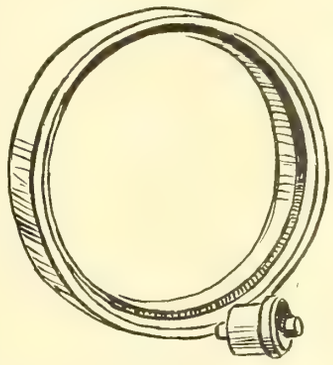
J. Eavenson & Sons, Inc., Camden, N. J.: Hand Soap and Polish—Jesco hand soap and metal polish are the products of this firm. It is claimed that the polish ingredients will not separate and that it will not scratch metal surfaces. Absence of grit or other substances injurious to the skin, without decreasing its cleansing efficiency, are the virtues claimed for the hand soap.

Eisemann Magneto Co., New York City: Magnetos—Like many other good things used in the motor world, Eisemann magnetos come from Germany, in models for single and twin cylinder motorcycle engines. Easily the most important advance which has been incorporated in the 1912 types are the wedge lipped pole pieces, the advantages of which are claimed to be many fold. The top edges of the pole pieces widen from each end toward the centers, concentrating the lines of electrical force at the point where the armature is most heavily loaded. The armature never is entirely out of electrical contact with the pole pieces, owing to the overlapping of the wedge shaped lips, a situation which prevents a broken magnetic field, and induces the retention of magnet strength. Another advantageous feature claimed for the overlapping pole pieces, is, that they permit a gradual electrical break of the armature from the poles, making the torque or pull, more constant. Easy starting, and a strong spark at low speeds, are said to be the leading results gained by the use of the overlapping pole pieces. A lesser refinement is the use of substantial parts with wide air gaps, in the contact breaker, rendering that department practically trouble proof, particularly in the matter of short circuiting by the jumping of the current across gaps.

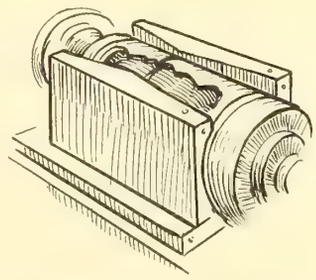
Federal Rubber Mfg. Co., Milwaukee, Wis.: Tires—Offered in two treads, corrugated and studded, Federal motorcycle tires, the products of veteran tire builders long familiar with motorcycle requirements, made their show debut. The casings are of the molded auto type, with inside flap to prevent pinching of the inner tube, and the treads are unusually heavy. Federals are made in both single and double clinch types, in all standard sizes, the double clinch, being applicable to single clinch rims. Inner tubes are made in endless and butt-end styles.



Bower Roller Bearing Separator



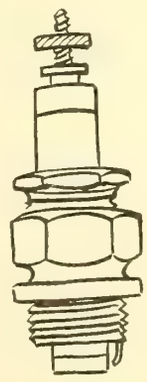
Bower Beveled Roller and Cup for Thrust Loads



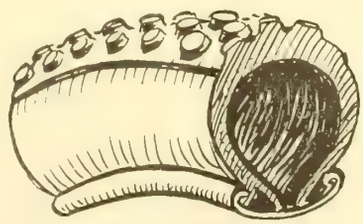
Eisemann Tapered Lip Pole Pieces



V-Ray Spark Plug



Monarch Plug



Federal Studded Tread Tire

Peter A. Frasse & Co., New York City: Chains and Tubing—Renold roller chains for motorcycles, and Shelby steel tubing, were shown. Silent chains for motorcycle magneto drive were on tap, and a new short drive silent chain for motorcycles, shortly will be offered. At this stand it was stated that the silent chain in enclosed form, would displace the roller type, eventually, and also considerably accelerate the departure of belt transmission for motorcycles.

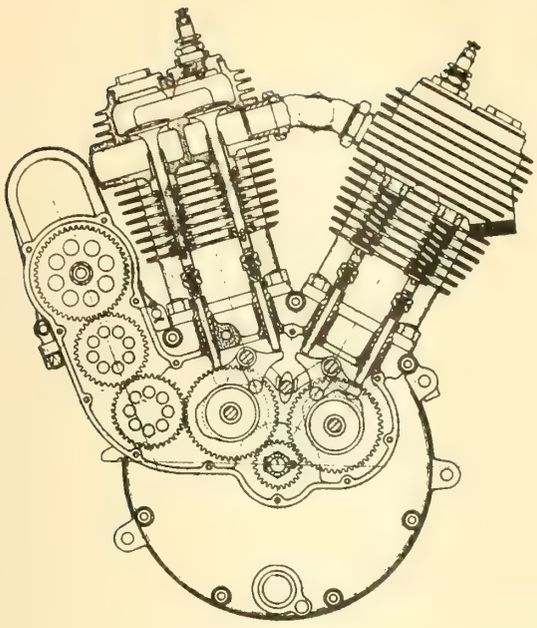
Havoline Oil Co., New York City: Oils—Enjoying an enviable trade in its motor car oils, this concern is offering a motorcycle grade, which is claimed to have given excellent satisfaction in the machines used by the New York and Brooklyn motorcycle police. Despite the fact that it lists at a figure considerably below that which the motorcyclist is accustomed to, the company claims that it is the most costly of its products. It is a highly filtered oil, showing very clear to the light, and is claimed to be as free from carbon as it is possible to reduce an oil, without injuring its lubricating properties.

S. Hoffnung & Co., Ltd., New York City: Chains—Coventry chains, both roller and silent types, were conspicuous at this stand. A new silent chain for motorcycles is about ready to be marketed.

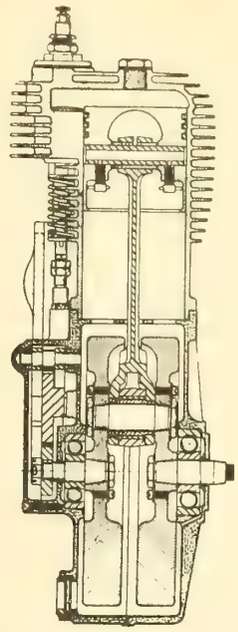
Hartford Machine Screw Co., Hartford, Conn.: Spark Plugs—After several years' experience in the manufacture of spark plugs for others, this company now is offering one under its own name. Close approach to indestructibility, ability to withstand high heat and oil drenching, and quick demountability for cleaning are claimed. The porcelain and central electrode are assembled as a unit, and the latter is claimed to be so designed as to produce a spark of great intensity.

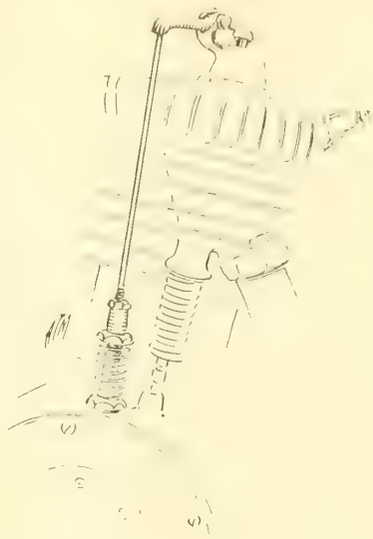
Imperial Bearing Co., Detroit, Mich.: Ball Bearings—Maximum ball insertion for the separator type of annular silent bearing is claimed for this make, on the strength of having but one less ball than a full bearing without separator. The separator is a two-piece steel stamping, comprising a cage and closing ring, permitting individual adjustment of each ball pocket for wear. No pins are used in assembling the separator, and the balls are entirely free in their pockets. Through the use of the maximum number of bearings, it is claimed that the load on each ball is lessened proportionately, as likewise is the breaking factor, and that a greater load capacity is obtained.

International Acheson Graphite Co., Niagara Falls, N. Y.: Lubricant—This exhibit, featuring a lubricant composed of deflocculated graphite, diffused in oil, held much of interest. Deflocculated graphite is the substance reduced to molecular

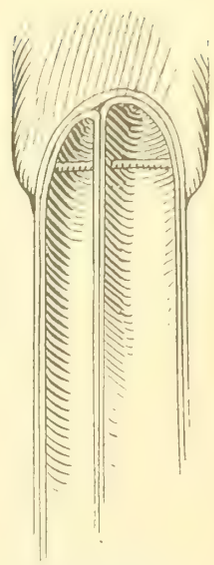


Front and Side Elevation of R-S New Twin Power Plant

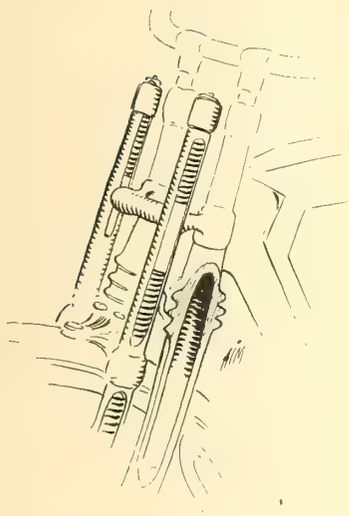




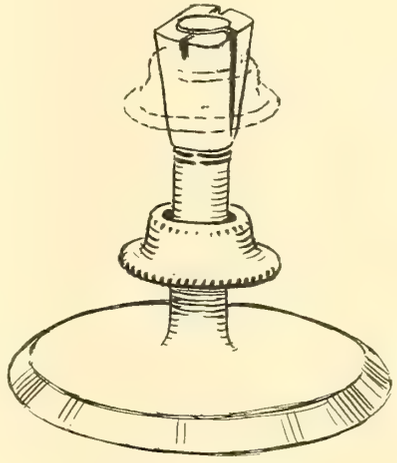
Harley-Davidson Inlet Valve Mechanism
Showing Big Tension
Take-up Spring



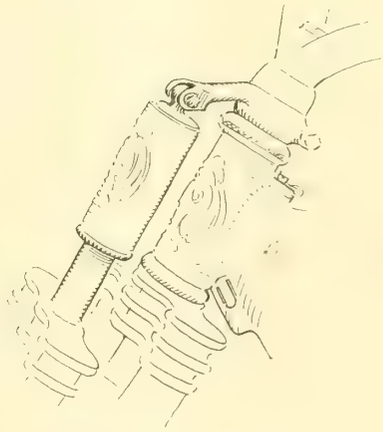
Minneapolis Frame
Internal Girder



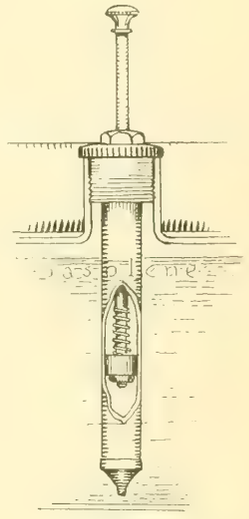
Looking Under the "Skin" of the
Harley-Davidson Fork



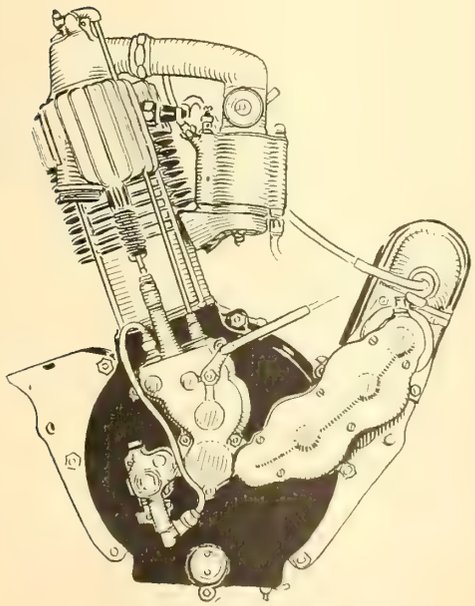
Spring Adjustment and Retainer on
Flanders Inlet Valve



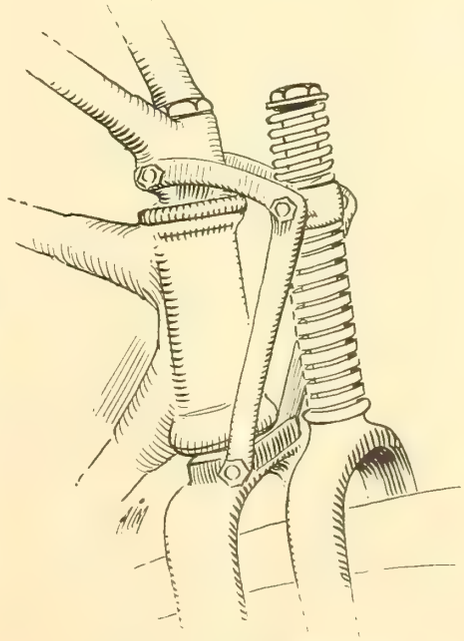
Pierce Enlarged Spring
Fork Cushion



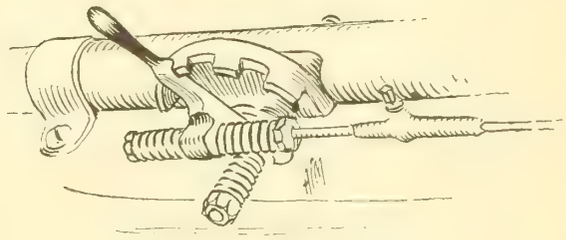
Indian Priming Gun in
Gasoline Tank Cap



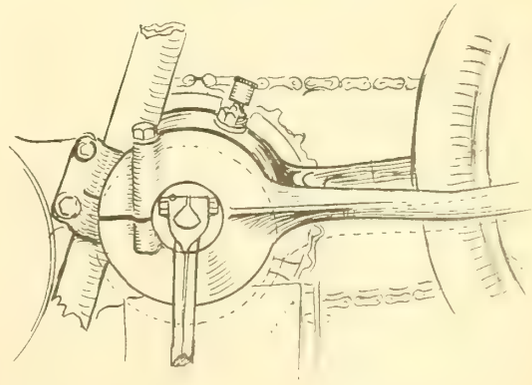
Indian Single Cylinder Power Plant



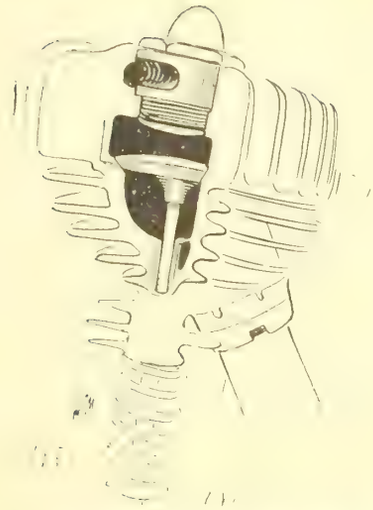
Flanders Fork Spring Arrangement



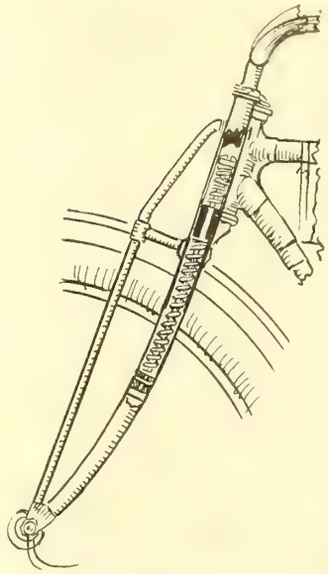
Minneapolis Two-Speed Quadrant



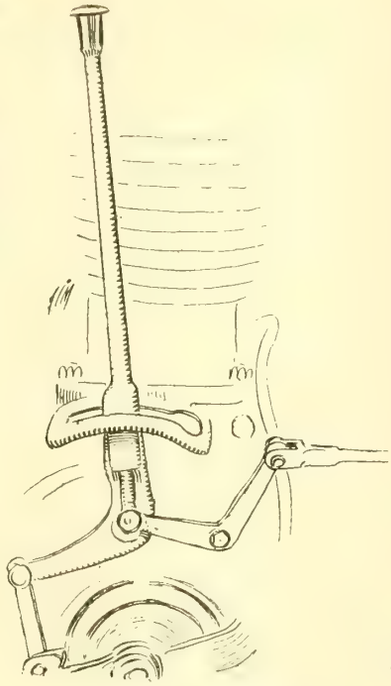
Merkel Friction Shock Absorber in Hanger Bracket



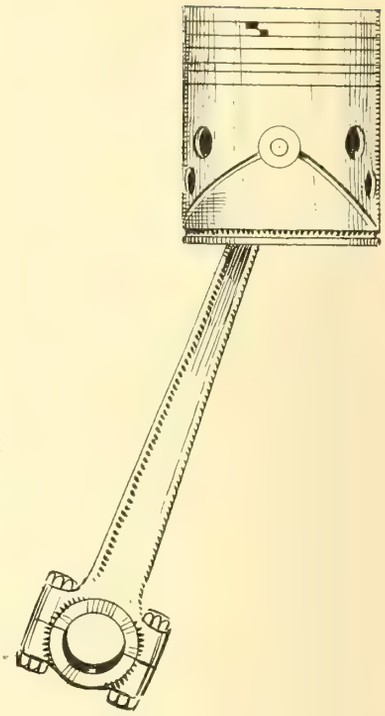
Harley-Davidson Valve Port Design



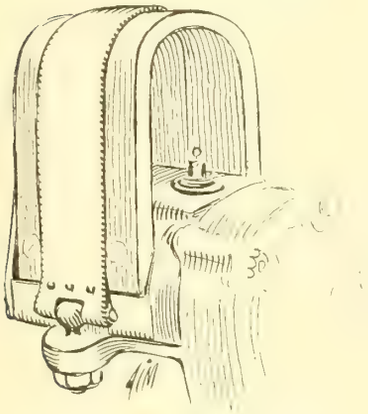
Merkel Spring Fork Make-Up



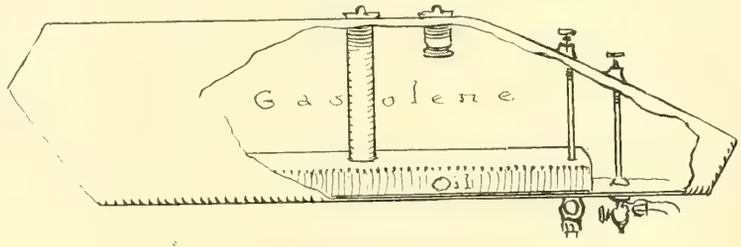
Thor Clutch and Two-Speed Single Lever Control



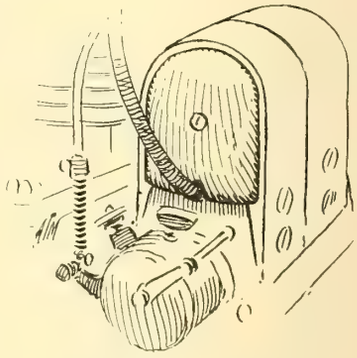
Harley-Davidson Piston Group



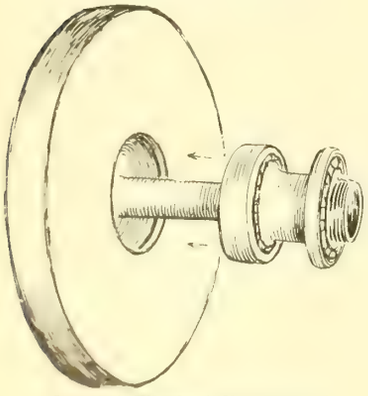
R-S Magneto Hold Down Strap



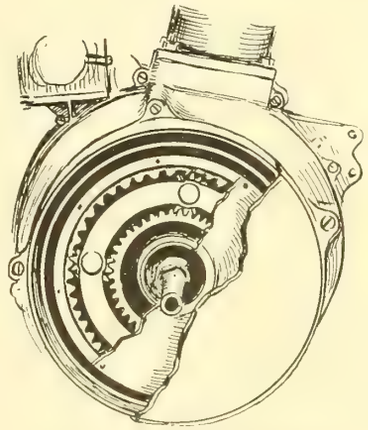
Excelsior Tank Construction



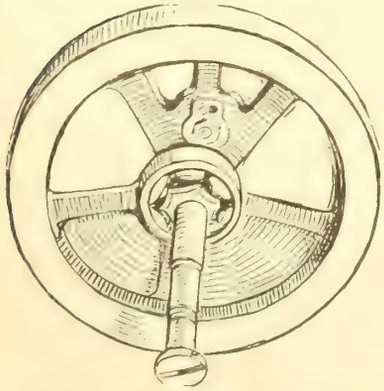
Yale Protected Magneto



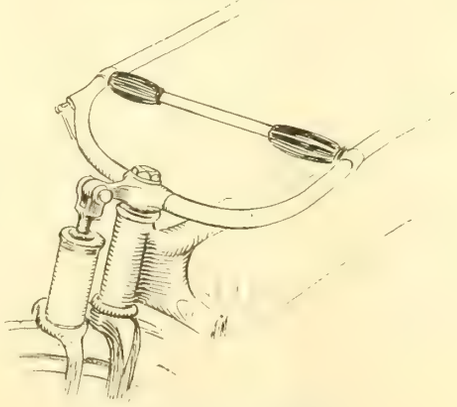
Schickel Flywheel With Recess for Ball Bearing



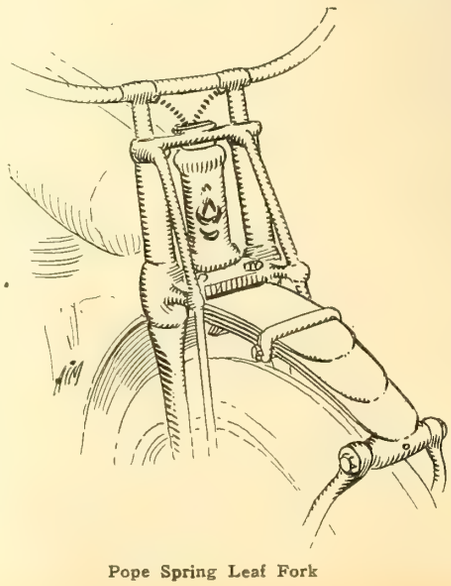
Minneapolis Unit Power Plant



New Era Flywheel and One-Piece Crankshaft Extended to Mount Two-Speed Gearset



Henderson Double Handlebar and Spring Fork Suspension



Pope Spring Leaf Fork

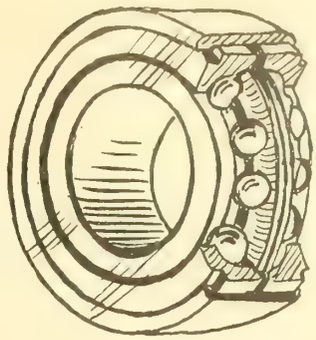
form, the finest atomization possible. Its particles are claimed to be so minute, that the molecules are invisible under an ordinary microscope, or when floating in a ray of sunlight in a room. Intended to be mixed with the cylinder oil in the tank, and fed in the regular manner, Oildag is claimed to increase the snap of a motor, decrease the gasoline and oil consumption, reduce carbonization, and increase the compression, and consequently the power. Its action is of a cumulative nature, and is said to be most effective after it has been used for several hundred miles. One of its chief properties, is that it always remains in suspension in any liquid, or at any rate such is the claim made, and to substantiate it, a bottle of water containing Oildag, and alleged to have been sealed for months, was exhibited, showing the compound thoroughly diffused in the liquid, and no sediment apparent at the bottom of the receptacle. It further is claimed that it never can be separated from a liquid after once being introduced in it, and that owing to its infinite fineness, that it will not clog the smallest oil duct in use.

Isaac G. Johnson & Co., New York City: Hardening Pots—While steel castings are the leading product of this concern, it also is offering cast steel carbonizing pots, suitable for hardening or annealing. These are claimed to be well adapted for the treatment of motorcycle parts, such as shafts, gears and cams.

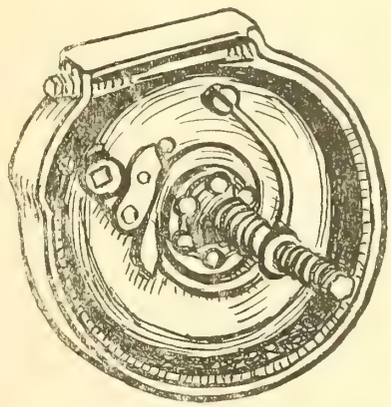
Keystone Lubricating Co., Philadelphia, Pa.: Oils—Unusual freedom from carbon is claimed for Keystone motorcycle oil. What little carbon is created, is said to be of a dry nature, which is carried off by the exhaust pressure, rendering the frequent dismantling of an engine for scavenging, unnecessary.

Link Belt Co., Indianapolis, Ind.: Silent Chains—This company is one of the leading exponents in the country of the silent chain for the transmission of large power units. While not regularly listing a motorcycle silent chain, it is investigating the requirements of this field, and states that in its experimental work with two well-known makes of chain driven machines, a silent chain on the short drive to the countershaft, outlasted three roller chains.

Mutual Auto Accessories Co., New York City: Accessories—Quite the most interesting article at this stand was a laminated shim for taking up play in split bearings. It is made up of thin layers of brass, firmly united by a metallic binder, the shims being removable by raising one corner with a knife, and peeling a layer from the pack, similar to skinning fruit. The device is claimed to eliminate the necessity of filing, or scraping bearings, and to give accurate adjustments as close as 1-1,000 of an inch. The removal of shims is claimed not to affect the rigidity of those remaining in the pack. Another interesting novelty was a quick hardening solder, applied from a collapsible tube like tire cement, and requiring no heat or tool assistance.



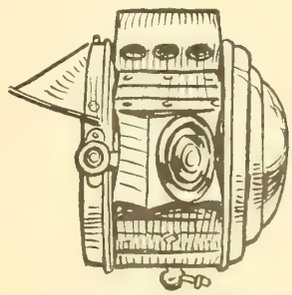
New Departure Double Ball Bearing



New Departure Internal Expansion Brake



Nathan "Koveraul" Motorcycle Suit



Solar Headlight With Cowl

Nathan Novelty Mfg. Co., New York City: Clothing—Koveraul is the expansive title of the latest motorcycle garment which this house exhibited to show visitors. It is made of a dark, double-texture mackintosh material which does not show dust or grime. It comes in two-piece form, and while wholly protecting the clothing of the rider, is quickly removable, leaving his street apparel in neat order and presentable in a hotel or restaurant. The suit is loose fitting, and no extra leggings are necessary, these being incorporated in the garment.

New Departure Mfg. Co., Bristol, Conn.: Ball Bearings and Brakes—Single and double row ball bearings, and coaster hub internal expanding brakes, were prominent in the New Departure array of products. Both types of bearings are of the annular silent pattern, the single row style being a radial bearing only, and the double row taking thrust loads also. The single bearing separator is a split manganese bronze cage, the halves being pinned after the balls are loaded in their pockets.

In the construction of the double bearing, considerable novelty is found. The inner race carries two tracks and two separators, the latter independent, and placed back to back with outward opening pockets. The pockets have a slightly greater radius than the balls, allowing a film of lubricant to be retained around the ball. Individual cones are slipped over the balls to provide an outer track for them to ride on, and the assembly is completed and made permanent, by spinning a shell over the cups, fixing the relationship of all component parts.

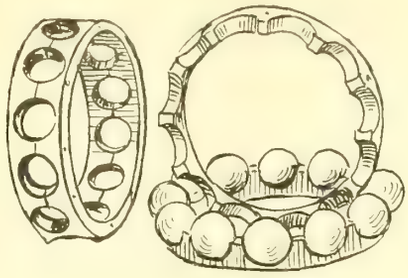
New Miller Mfg. Co., Los Angeles, Cal.: Spark Plugs—In the motorcycle accessory field, no greater variety of devices have been offered than in spark plugs, embodying ingenuity of many sorts. Hailing from Cleveland, the Sharp spark plug, contains features all its own, which are claimed to be the outgrowth of scientific experiment. The central electrode is housed in a shell, which is slotted at right angles, giving four entrances to the interior. When a charge is compressed, this shell, of course, becomes loaded too, and when the spark occurs, it is claimed that the mixture in the shell, being ignited first, because of its close proximity to the flame, rushes from the four slots in sheets of fire, to the combustion chamber, causing nearly instantaneous ignition, and higher engine efficiency. The rapid exit of the mixture from the shell, also is claimed to act as a scavenger on the plug points, reducing fouling to a minimum.

New York V-Ray Sales Co., Syracuse, N. Y.: Spark Plugs—One of the most interesting plugs shown was the V-Ray. It has five electrodes, the central one being caged between the outer four. The tip of each electrode, instead of being plain, is slotted in the form of a V, giving two sparking points. When in operation a sheet of flame, instead of a ball, shoots from the points, and this construction is claimed to increase the speed and flexibility of a motor materially. The spark does not jump to the same points from the central electrode all the time, but skips around among all the wires in the outer cage, sort of giving all points an occasional "rest," and it is claimed, helping to keep them cool and clean. Breakage of porcelains is claimed to have been eliminated by mounting the insulator in a steel shell, which is screwed into a brass sleeve, the latter in turn fitting into the cylinder shell of the plug. When the brass sleeve is screwed in the main shell, no pressure is put on the porcelain, the insulator locking shell being contained within the brass sleeve, and not disturbed. The terminal will, it is claimed, accept any standard form of cable clip, and has a detachable thumbscrew with a tapered milled edge, which is intended to be used as a cleaner on the V points.

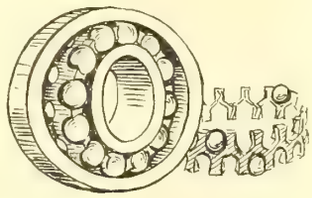
Persons Mfg. Co., Worcester, Mass.: Saddles—Something distinctly new in motorcycle saddles was sprung by this concern, who took considerable pride in being the first to offer a saddle minus the front spring, a type which is quite popular abroad, it is said. The latest addition to the Persons family, which is designated as Model "R," the trusses, instead of being terminated short, are extended at an angle to the pommel. Here connection with the leather is made through an ingenious two-plate combined tension device and truss rocker, which permits the top and tension spring to have a hinge action when absorbing vibration, removing all strain on the leather and metal parts in front.

Progressive Mfg. Co., Torrington, Conn.: Spark Plugs—"Selling for a song," so to speak, in comparison with ordinary plugs, the Black Eagle spark plug, bears down on motordom, with several unique features. It is offered as a spark plug without any apologies for its low price. A substantial spring terminal taking all standard cable clips makes quick attachment or removal of wires easy, while the double electrodes permit of separate adjustment, for either battery or magneto current. Porcelain insulation is used

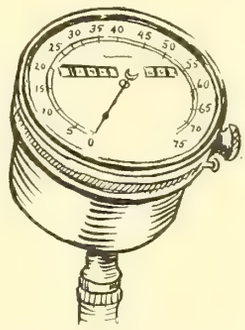
Rhineland Machine Works Co., New York City: Ball Bearings—To what enormous proportions the ball bearing industry has grown, may be gleaned from the statement that Rhineland bearings come in over 6,800 sizes. They are a German product. Generally speaking, radial ball bearings are pretty much the same in respect to the raceways, the distinctive features being found in the type of separator used. In the Rhineland bearing, it is claimed that the separator, which is made of flexible steel, is so compact, as to accommodate but one ball less than a full type bearing, in which the balls are not separated. A separator is used to prevent the balls "kissing," reducing wear and noise. By the use of the maximum number of balls possible with a separator, it is claimed that the load is more widely distributed, rendering the breakage of balls less frequent. For the flexible style of separator, which is a single unit with no screws, pins or other component parts, it is claimed that it permits the balls to revolve freely and assume new contact points when "shooting" occurs under great pressures, thus preventing the wearing of grooves in the races.



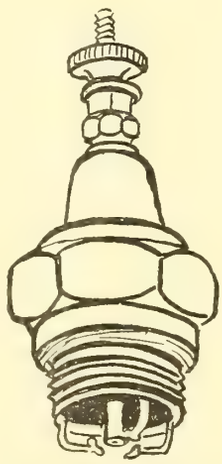
R. I. V. Bearing Separator



S K. F. Self-Aligning Bearing



Stewart 75 Mile Speedometer



Bosch Crescent Point Plug

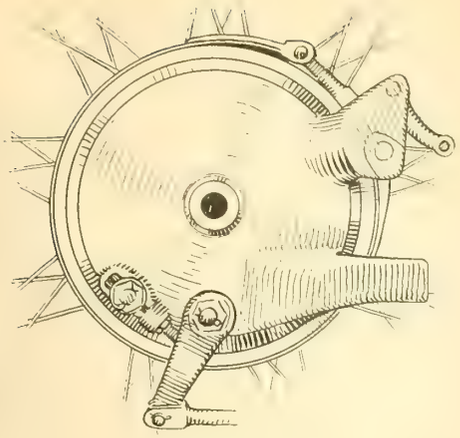


Rhineland Bearing Separator

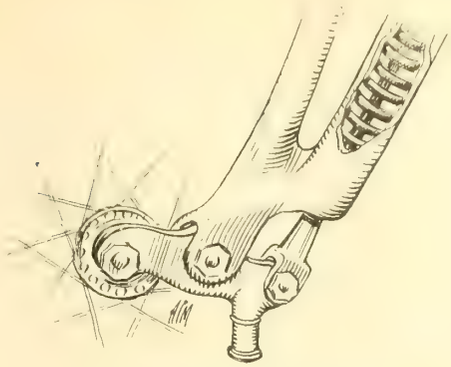
R. I. V. Co., New York City: Ball Bearings—Side slot loading, without the use of excessive pressure, a two-piece anti-friction separator, a reamer fit of each ball to its pocket, and a clever joining of the halves of the separator, are the features of R. I. V. ball bearings of the radial type. Much stress is laid on the gentle method used to charge the races, and the use of a bronze alloy separator to prevent the balls piling up, or jamming at the feeding slot, or developing a clicking noise by "dropping" contact, when in motion. After the separator is split, it is clamped together, and each pocket reamed to fit the ball which it is intended to carry, insuring a perfect seat. When assembled the balls ride on both races, and there is no load on the separator which drags very lightly on the balls. The separators are joined by male and female screws, with long shoulder, which are guaranteed to give positive retention. A one-piece hollow steel separator, with lubricant pockets between the balls also is offered.

Royal Equipment Co., Bridgeport, Conn.: Friction Lining—Raybestos for lining brake bands and facing clutch plates, is the leading product of this concern. Made of long fibre asbestos, with no filling, and claimed to be oil, water, gasoline and heat proof, and in fact indestructible, save only by constant friction, it is widely used for the purposes for which it is adapted. The processes through which it is put, together with its structure base, are claimed to be the secret of its durability, and that it will not rip, fray, tear or otherwise disintegrate, through brake action, if properly attached. For clutch plates it is specially treated to render it highly impervious to grease and oil, and give strong gripping qualities.

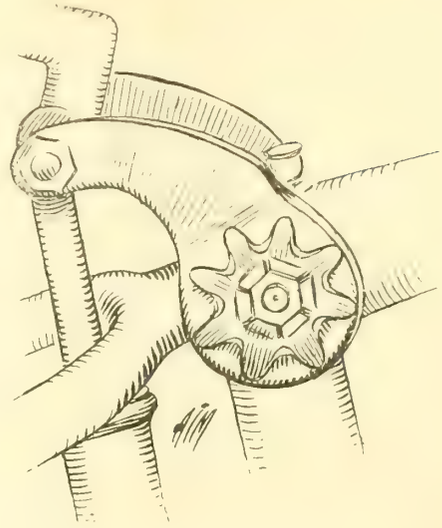
C. F. Splitdorf, Inc., New York City: Ignition Appliances—Splitdorf motorcycle magnetos in single and twin cylinder types



Indian Double Brakes



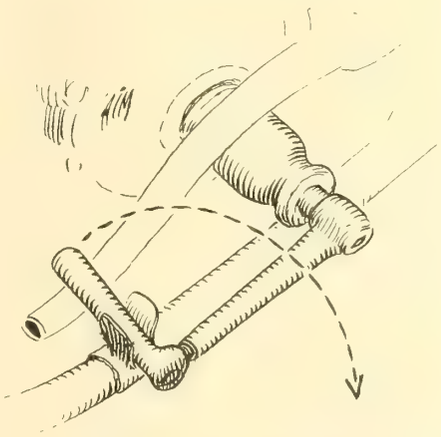
Thor Spring Fork Lower Links and Plunger Yoke



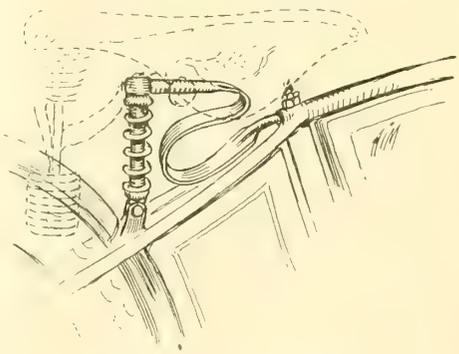
Auxiliary Shock Absorbing Seat Post With Friction Disc Adjustment



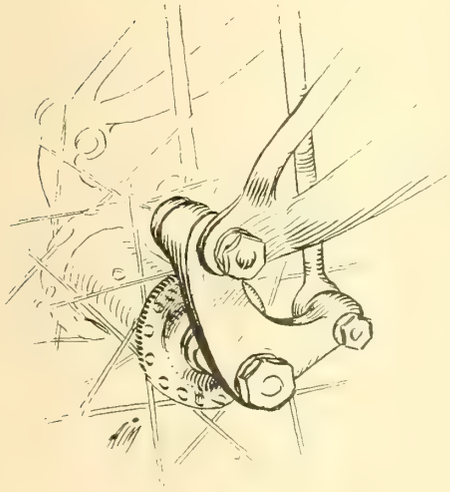
Pierce "Four" Flywheel Shield



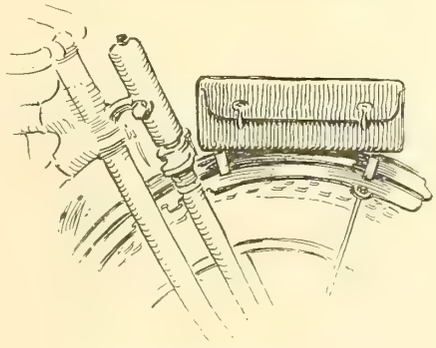
Henderson Folding Starting Crank



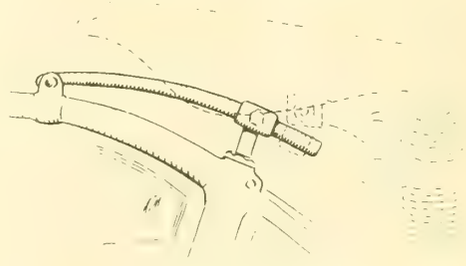
Emblem Gooseneck Spring Seat



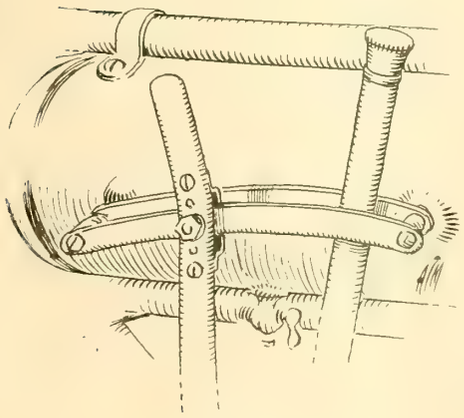
Pope Spring Fork Lower Mounting



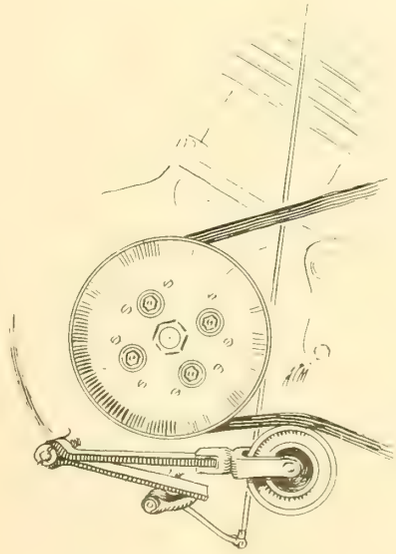
Emblem Toolbox Mounting on Front Fender Extension



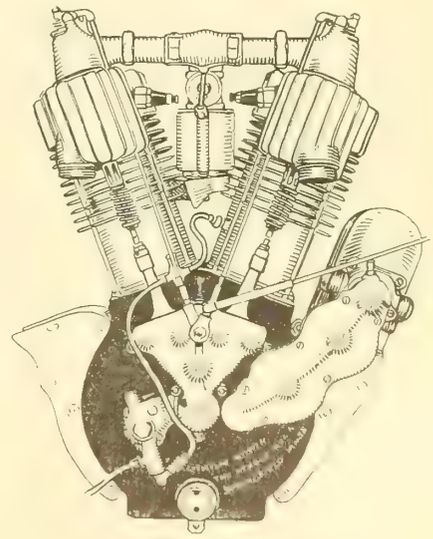
Thor Spring Seat Post Mounting



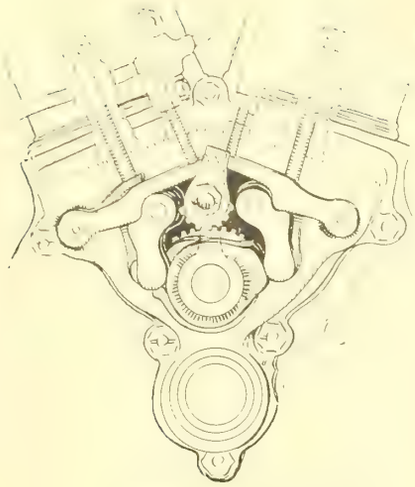
Yale Double Sector Carrying Clutch and Idler Levers



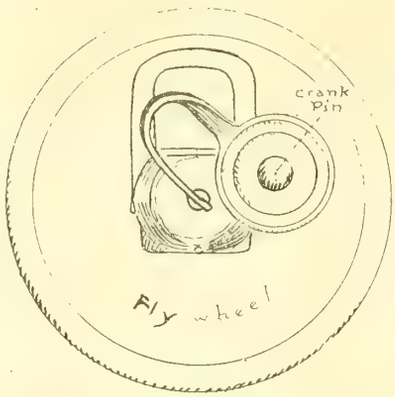
Indian Belt Idler Flat Tension Spring



Construction Details of Indian Twin Engine



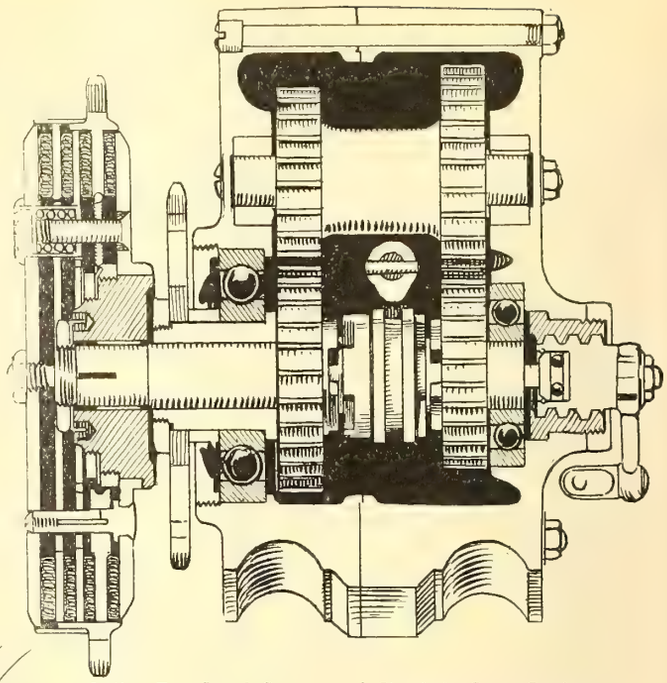
Indian Twin Valve Gear



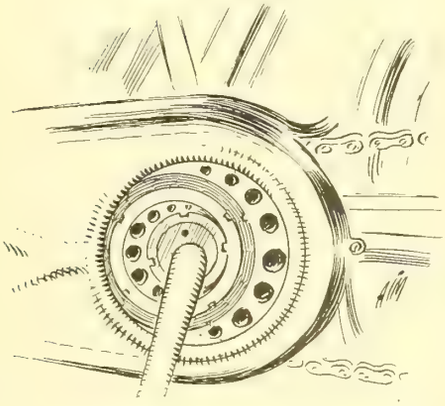
Schickel Magneto "Banjo" Disc Drive



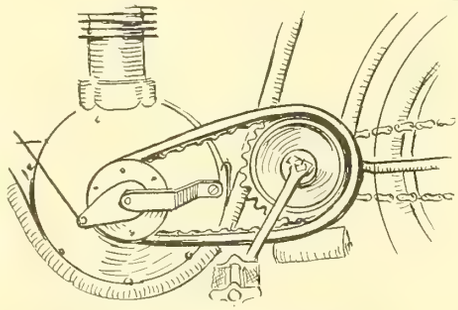
R-S Quick Detachable Grip Control Sleeve



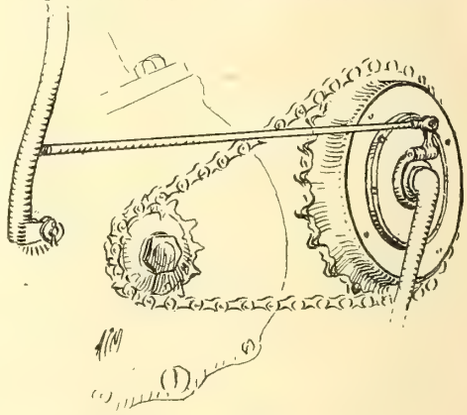
Indian Two-Speed Gearset and Clutch in Cross Section



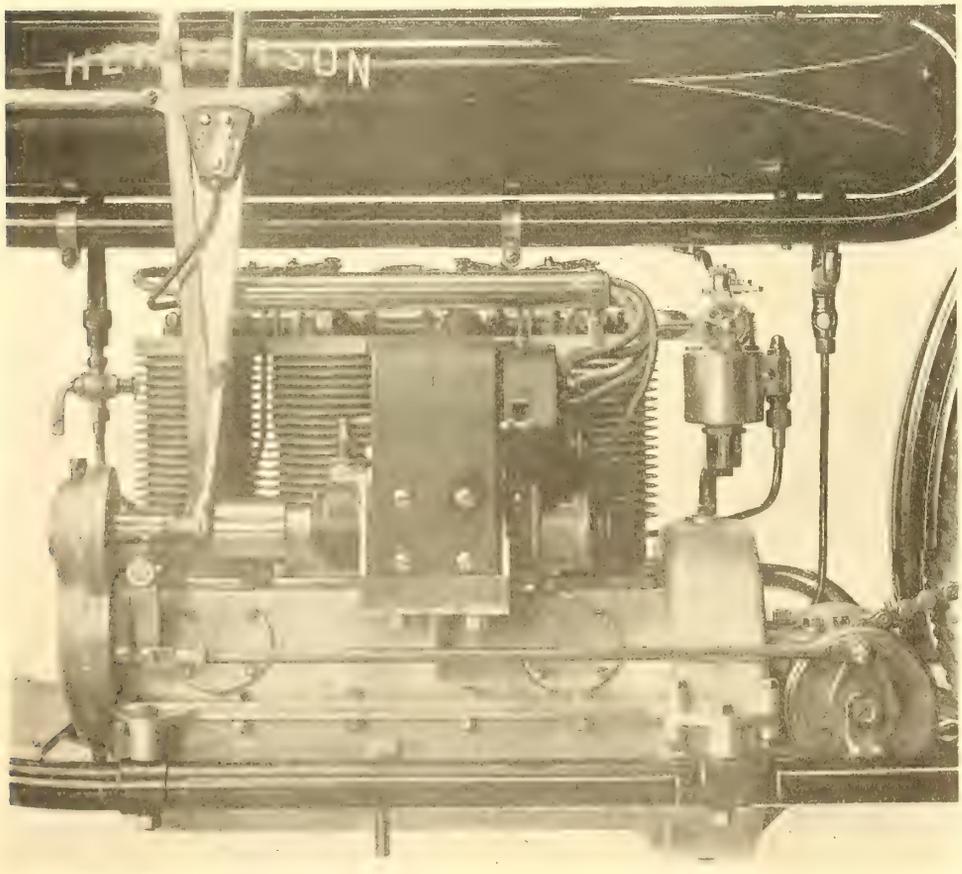
Harley-Davidson Double Chain Eccentric



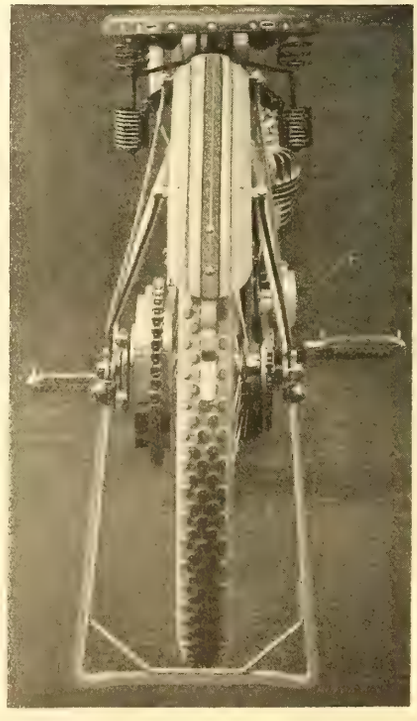
Merkel Chain Drive Layout With Clutch on Motor Shaft



Excelsior Chain Drive System and Clutch Control



Henderson Four-Cylinder Motor Showing Accelerating Spiral Magneto Drive and Clutch Mounting on Jack-Shaft

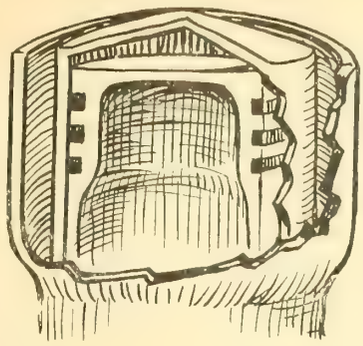


How the Harley-Davidson Chain Driver Looks to the Man Behind

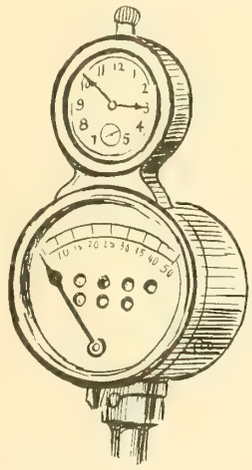
were shown. The twin instruments are built for 42 and 45 degree motors. Easy starting at slow armature speeds is claimed to be obtainable, and among the distinctive features incorporated in the construction of the magneto are a centrifugal circuit breaker, a contact roller with changeable working surface, a two-piece armature rendering replacement simple, large insulating area and variable brush sockets to accommodate different types of motors. Also was shown the standard Splitdorf plug, which is unchanged, the best evidence of the satisfaction it has given.

Stewart & Clark Mfg. Co., Chicago: Speedometers—Three models with 90, 75 and 60-mile dials, respectively, will constitute the Stewart motorcycle line for 1912. The 90-mile instrument is a new type, and will take care of the fastest speed that any stock machine can whittle off. Among the improved features of the instruments, are a newly designed flexible shaft, for which it is claimed that it can be tied in a knot without breaking. The driving chain is built of hardened steel links, hooked together, and is housed in a spring wire tube, with plain inner wall to provide a smooth bearing for the chain links. The outer sheathing is of triangular brass wire, forced into the chinks of the inner tube, to retain lubricant, and also strengthening the shaft housing. The exterior surface of the outer housing is smooth, taking a handsomer finish than formerly. Revision also has been made in the odometer mechanism, which now has a positive thumb screw reset, instead of a spring button return. The new arrangement permits the trip mileage to be reset to any figure, instead of to zero only, as with the old apparatus. Instruments are made with front and rear drive, a speedometer of the latter type being exhibited attached to a motorcycle. An illuminated board mounting the various models, in operation, and a display case of parts, proved efficient block signals for halting show visitors.

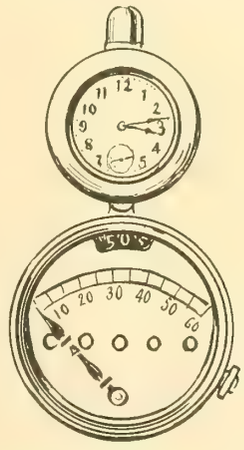
S K F Ball Bearing Co., New York City: Ball Bearings—Self alignment on cramped or sprung shafts through the seating of the balls in a spherical groove in the outer race, permitting a swivel action, is the most striking feature of these bearings, although they further incorporate other points that command notice. A double row of balls are used, and are carried in a one-piece separator. In loading the bearing, the balls first are sprung into the cage by hand, with the exception of four, two each at diametrically opposite points, and the partially loaded cage then is inserted in the outer race, revolved until the balls seat, and the remaining ones then inserted, the assembly being completed by the aligning of the two races. The disassembly is equally rapid. No rivets or pins are used in the separator, these being claimed to have an unbalancing effect on the separator at high speeds. It is claimed that no wear comes on the retaining points of the ball pockets in the separator, obviating the tendency of balls to become released. To demonstrate the self aligning feature a bent shaft mounted on sets of the bearings was shown revolving, and appeared to turn as freely as if it were perfectly true. Emphasis is laid on the silence of the bearing, and also on the fact that it is standardized to interchange with any similar size bearing of other make.



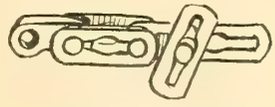
Wasson Concentric Piston Rings



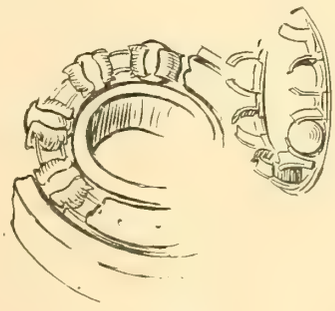
Jones Speedometer With Watch Mounted



How Standard Speedometer Carries Watch



Baldwin Detachable Chain Link



Hess-Bright Ball Cage

Standard Thermometer Co., Boston, Mass.: Speedometers—Standard speedometers are of the centrifugal type, and for 1912 embody an important refinement in the form of a new driving shaft, which is carried in a rigid tube for half its length. At its lower end the shaft carries a ball-bearing bevel gear driving joint. The carrying tube has two point suspension, giving a rigid support, and the shaft length is gauged to eliminate the necessity of lashing it, to prevent slapping of the slack allowed to take care of the fork travel. Another innovation is the mounting of a watch-holder above the dial cup, making a speed-distance-time combination. The instruments are offered in four models, with 60 or 80-mile dials, and fittings for attachment to 30 makes of machines.

C. O. Tingley & Co., Rahway, N. J.: Tire Sundries—Under the clinging title of Tire Solder, this long established firm offered a rubber compound for sealing cuts, blisters and general laceration of casings, and the patching of inner tubes. The "solder" is self vulcanizing and when dried or cured becomes hard, but still retains its elasticity, approximately of a nature between the inner tube and casing, both of which it resembles in substance. It is applied with the hands by kneading into a rubber wound and allowed to harden, and is claimed not to flake or peel.

Treadwell Engineering Co., Easton, Pa.: Electric Steel Castings—Although more expensive than forgings, steel castings poured from the electric furnace are stated to be far superior in quality and strength. The company claims to have the only electric furnace in the country, devoted to producing steel castings, and its product now is being tried out by some motorcycle manufacturers. Samples of steel castings bent cold, to show their tensile strength, were exhibited.

The Texas Co., New York City: Oils—Texaco oils for motorcycles are claimed to be free burning, leaving no deposit of carbon, to contain no corrosive ingredients that will pit the valves or cylinders, and to be a thoroughly high-grade lubricant for all temperatures. It is offered to the rider on a quality basis, the manufacturers resting their case on the results obtained from a fair trial of their product.

Latest F.A.M and Club News.



F. A. M. ADOPTS FRANCHISE PLAN

Board of Directors Approves Resolutions Apportioning Racing Franchises on Population Basis—Year Term.

Resolutions governing the granting of track franchises to promoters on a pro rata population basis, were adopted by the board of directors, of the Federation of American Motorcyclists, at a regular meeting held in New York City Friday and Saturday, January 12-13, during the motorcycle and automobile show. Neither of the resolutions proposed by President Hamilton or Chairman Thornley, of the competition committee, were adopted as drafted, but sections of both were incorporated in the proposed statute as accepted by the board.

Directors present were: President G. H. Hamilton, ex-President F. I. Willis, Secretary-Treasurer G. B. Gibson, Chairman J. P Thornley of the Competition Committee, and Chairman J. Leo Sauer, of the Legal Action Committee. To become legal, the resolutions must be voted on favorably by an assembly of at least 20 members of the F. A. M. After much discussion it was decided to limit all contracts to one year, on the ground that the franchise matter was an experiemental one, and that after a year's experience, the directors would be able to make any necessary amendment in the new regulations which would not be possible in long term agreements. It is understood that some promoters are strenuously opposed to the short term provisions of the franchice. The full text of the resolutions follows:

Whereas, it has been found by actual experience that properly built and properly banked board tracks are the safest and most satisfactory tracks for motorcycle racing

Be it Resolved, That the Federation of American Motorcyclists is heartily in favor of the building of approved board tracks and that it will be our policy to protect, as far as reasonable, the builders and promoters who first put up board tracks in any community; and further be it

Resolved, That the charge for regular sanction for races and exhibitions on all board tracks, for each calendar day, shall be twenty-five ($25) dollars; and furthermore, be it

Resolved, That the chairman of the Competition Committee is hereby authorized after having in each case given thirty days notice to the president of the F. A. M., and having received no majority objection from the Board of Directors, to make agreements with board track promoters, owners or managers, upon certain conditions as hereinafter set forth:

Upon payment in advance of a certain sum, as hereinafter set forth, by a board track promoter, owner or manager, the chairman of the Competition Committee, after giving notice as above provided for, may enter into an agreement with one promoter, owner or manager in each city, not to grant sanctions for racing or any other board track within a distance of twenty-five miles, for a period of one year; provided, however, that such agreements may permit the operation of another track within the distance but in another State; or in another city of more than 200,000 population; and furthermore, be it

Resolved, That such agreement may at any time be voided by the chairman of the Competition Committee, with the approval of the F. A. M. Board of Directors, if the rules for competition of the F. A. M. are not properly observed; and further, be it

Resolved, That such agreement may be renewed from year to year, preference in each case being given to the owners, promoters and managers of existing tracks, provided they have conducted their meets during the previous year satisfactorily and in conformity with the rules; and furthermore, be it

Resolved, That the basis of such agreements shall be the payment, in advance, of the following fees per annum:

In cities of one million or more inhabitants, seven hundred fifty $(750) dollars a year; in cities of less than 1,000,000 and more than 500,000 inhabitants, five hundred ($500) dollars per year; in cities of less than 500,000 and more than 200,000 inhabitans, two hundred and fifty ($250) dollars a year; in cities of less than 200,000 inhabitants, one hundred and twenty-five ($125) dollars a year; and furthermore, be it

Resolved, That the making of such agreement by the F. A. M., does not insure the promoter that regular sanctions will be granted to him at any time; it simply insures that no sanction will be granted to any other track, within the distance agreed upon, for the period of the contract; and fruthermore, be it

Resolved, That promoters of board tracks, making agreements as above, shall be required to apply to the chairman of the Competition Committee for regular sanctions, and pay for them in each instance, just as though no agreement were in existence. The agreements shall provide that the promoters making them shall not hold outlaw meets on their tracks or permit others to hold such meets; and furthermore, be it

Resolved, That it shall be the duty of the chairman of the Competition Committee to withhold, suspend or cancel sanctions for violations of the rules, just as though no agreement as above referred to had been made; and furthermore, be it

Resolved, That any and all rulings of the chairman of the Competition Committee involving the suspension, cancelling or withholding of sanction shall be subject to appeal to the Board of Directors direct. That in the making or renewal of agreements, a promoter who has carried on motorcycle racing under F. A. M. sanction satisfactorily and fairly for the longest period shall be given the preference, and that no agreement will be made for a second board track within the distance above stated until the promoters of the first track have had ample opportunity to refuse a renewal of their agreement; provided always that the promoter of such a track has satisfactorily lived up to the rules and regulations of the F. A. M.; and furthermore, be it

Resolved, That the payment of fees for agreements as above mentioned, shall be made to the chairman of the Competition Comittee, when the agreement is executed. All agreements shall provide that the track shall be completed and in operation not more than 90 days from the date of the agreement, after which the chairman of the Competition Committee shall be at liberty to issue regular sanctions to another board track either in existence and proposed; and be it further

Resolved, That all fees collected for such agreements shall be turned over immediately to the National treasurer to be devoted primarily to the expenses of the Legal Committee up to one thousand ($1,000) dollars so collected shall go into the National treasury to be used at the direction of the Board of Directors; furthermore, be it

Resolved, That the chairman of the Competition Committee shall co-operate with the chairman of the Legal Committee in drawing up a proper contract embodying the above provisions, and the chairman of the Legal Committee is hereby authorized to employ efficient counsel in order that such agreements may be so drawn as to protect the interests of all concerned.

F. A. M. Rules Revision During Show.

Chairman Thornley, of the F. A. M. Competition Committee, states that the committee on racing rules revision will take action during the Chicago show. The subcommittee appointed to dratt a new set of rules will submit its report, and it is intended to try to put them through if they are in any acceptable form. Quibbling over language will be tabooed, if President Hamilton has his way, for he is anxious to see the new rules on the slate before the racing season opens.

A large attendance of F. A. M. officials is expected at the Chicago meeting.

MAKING MEMBERSHIP PLANS

Big Chief of the F. A. M. Membership Committee Looks For Early Spring Crop of New Clubs.

Chairman Estabrook, of the F. A. M. membership committee, keeps things stirring in his department, and has a lot of good prospects to report. He says in his weekly bulletin that President Edward Friedman of the Newark Motorcycle Club has assured him that that organization will soon become affiliated.

Pompton Plains, N. J., is also down on the list for early affiliation. D. W. Voorhis helped to organize the club last April, and then took a long vacation. He says that the club will be under F. A. M. colors by February.

Jack Horner, of Plainfield, N. J., is busy tooth and nail (not like little Jack of Christmas pie fame) in forming a 100 per cent. club in that enterprising burg, while his office force is taking turns with the pick and shovel, endeavoring to sink a hole below the frost line in which to place the new Horner registered repair shop sign. Horner is a hustler and will organize his club all right.

Attleboro, Mass., has about 50 motorcyclists, not including the spring crop which will add about 15 more when fully sprouted. Ernest Broadbent and George W. Stevens are canvassing present and prospective riders for the purpose of organizing a club.

H. H. Esbenshade, who conducts a registered repair shop at Waynesboro, Pa., has requested by-laws and club organization papers for the motorcyclists of his town, all of which looks good.

The F. A. M. has Dr. Cook beat "to a frazzle" on the farthest north proposition. F. M. Charlton, of St. Eleuthere, Province of Quebec. Canada, has just taken out membership card No. 12,205, and is the most northern F. A. M. member on the continent.

Registrations of repair shops have mounted to 475 in number. Latest additions to the list are as follows: Walter Goerke, 321 Washington street, Newark, N. J.; Fred Personett, 123 North Main street, Elkhart, Ind.; Billy Burman's Motorcycle Garage, 116 East Cortland street, Jackson, Mich.; The Motorcycle Inn, 112 Hill street, Marion, O.; Doc's Motorcycle Agency, 322 Broad street, Elyria, O ; Doc's Motorcycle Agency, 214 Fourth street, Lorain, O.; H. A. Dickason, 345 Broad street, Elyria, O.; Kittle Mfg. Co., 109 East Seventh street, Los Angeles, Cal.; John Rawlings, 120 Penn avenue, Scranton, Pa.; J. W. Sanders, 1704 Broadway, Lorain, O.; C. A. Fenn, 114 Front street, Bloomington, Ill.; Lon Claflin, 75 West Third street, South, Salt Lake City, Utah; Raymond E. Lee, New London, O.; Nuss Brothers, 1320 Louise street, Munhall, Pa.; J. C. Ellman & Son, 121 East First street, Rushville, Ind.; J. J. Metz, 898 Water street, Meadville, Pa.; E. E. Stillabower, 311 Fourth street, Columbus, Ind.; Mansfield Motorcycle Garage, 50 Park avenue, Mansfield, O.; E. H. Esbenshade, 131 Grant street, Waynesboro, Pa.; Ashtabula Motorcycle Company, 163 Center street, Ashtabula, O.; W. C. Hering, 37 West Fourth street, Mansfield, O.; E. J. Zeman Cycle Works, 1626 Twenty-second street, Two Rivers, Wis.; Gordon Bent Company, 111 Main street, Green Bay Wis.

Riders' Contracts With Promoters.

It having come to his ears that several riders who signed contracts with promoters last year, got the "short end" of the bargain, Chairman Thornley has issued the following statement:

"In view of the fact that a number of contracts were signed last year by riders who did not properly protect their interests, either personal, or as members of the F. A. M., it is earnestly requested by the chairman if the Competition Committee, that every rider who contemplates signing a contract to race for a promoter during the coming season, will, before putting his signature to such an instrument, submit it to the chairman for advice in the matter. Last year unscrupulous promoters endeavored to sign men on contracts which would have forced the latter to ride at outlaw meets, had the promoters seen fit to carry on such racing. Moreover, in some instances, the contracts were so drawn that the riders were very much at sea as to the exact amount of remuneration which they would recive. All of these difficulties can be prevented by submitting a contract to the chairman of the Competition Committee before a rider signs it."

F. A. M. Proposition to Canadian Clubs.

The following proposition to Canadian motorcycle clubs is made by the F. A. M. Board of Directors, at the suggestion of Secretary Thomas Anderson, of the Toronto Motorcycle Club, who was in New York at the time of the meeting:

That the F. A. M. will grant sanctions for race meets in Canada to affiliated clubs only, and will grant a general permission to American F. A. M. riders to compete at meets conducted by affiliated clubs in Canada, and by no other organization.

The Canadian riders who are not F. A. M. members shall not compete at F. A. M. meets in Canada, and that such Canadian F. A. M. members shall not compete, under penalty of suspension, at meets conducted by unaffiliated clubs. Board tracks may be excepted from these provisions.

The South Side Motorcycle Club, of St. Louis, held its annual banquet, January 11, at Van Horn's restaurant. Nineteen members were present.

NEW TRACK FOR INDIANAPOLIS

Plan to Reorganize Indiana Motorcycle Club and Build Fast Board Track in Hoosier State Capital.

Indianapolis, Jan. 15.—With the object of rehabilitating and reorganizing the Indianapolis Motorcycle Club, a meeting was held at the Dennison Hotel, yesterday. It was the first time in many moons, that many manufacturers, dealers and riders have assembled together, and despite the fact that there has been rumors of trade jealousies in this city, those present exhibited the finest kind of a spirit of harmony. Some years ago, when the club was first organized it had the enthusiastic support of the trade, but discord arose and most of the dealers withdrew, especially after the club decided to establish a bar with liquors on tap. In reorganizing the club, this feture is to be eliminated, and the dues are to be reduced from the present sum of $12 per year, to less than half that sum. According to license records there are 750 motorcyclists in Indianapolis, and it is figured that with proper management the club membership can be raised to the 200 mark by next summer.

The father of the progressive movement is W. A. Gibson, of the Empire Tire Company, and it was he who arranged for the meeting at the Dennison, that brought all the dealers together. G. H. Westing, the Indian agent here, was one of the "old guard" to return, and he was elected temporary chairman. Harry Graff, president of the club, was chosen secretary. It was decided at the meeting to inaugurate a movement for a board track, and a committee was appointed consisting of Erwin G. Baker, H. Kinney, J. Merz and Harry Graff, to take the matter in charge. This committee will investigate the matter of sites, and will go to Chicago during the week of the motorcycle show in February and consult with the F. A. M. officials present in regard to the matter of franchise and construction.

The next meeting of the club will be held in February, at which time a banquet will be served at the conclusion of the meeting. At that time the track committee will report, and the matter of the 200-mile race question will be settled definitely.

Celebrate With Annual Banquet at LaPorte

LaPorte, Ind., Jan. 15.—Last Thursday the LaPorte Motorcycle Club held its first annual banquet, 26 covers being laid. At the close of the menu, a series of experience talks was indulged in and the occasion was a most enjoyable one. The coming season promises to be a prosperous one, according to Secretary Carpenter, who predicts that 40 new members will be added to the list.

LOS ANGELES NEW RACE TRACK

Will be Managed by Paul Derkum—Plans to Exhibit Races by Classes—Experienced Officials to be in Charge.

Los Angeles, Cal., Jan. 13.—Good work is being done on the Stadium three lap now being built here. John S. Prince is the designer and constructor, assisted by Paul Derkum, who is to be the manager. It is located about three miles to the southeast of the City Hall and within two blocks of Central avenue, one of the great arteries of the city. Three car lines pass close to the track, while asphalt paved streets lead right up to it from all parts of the city. It is planned to open the track not later than February 4.

The old Coliseum was at least three miles farther out, and with only one car line passing near it, yet it opened with 7,000 spectators. That old track, the first exclusive motorcycle track ever built, was of odd size, three and a half laps, on account of the site.

The new track will differ from the old one in being perfectly circular instead of the old form of two curves and two stretches and will be exactly three laps to the mile and banked all the way around to hold a speed of 100 miles an hour.

Last fall when Jack Prince left Chicago, with the close of the races at the popular Riverview track, it was his intention to at once start work on a new track in Los Angeles. He was delayed several weeks in opening the races at Oakland motordrome, which is near the city of Oakland, a suburb of San Francisco, and 500 miles to the north of Los Angeles, for the great State of California is over 700 miles long, and on the east coast would reach from Boston to Savannah, or the length of eight Atlantic Coast States. Then Prince lost several more weeks in finding a satisfactory location, for land in Southern Carifornia is almost too valuable to build upon.

When the man who has built most of the cycle and motorcycle tracks in this country, finally secured a Chinese vegetable garden, which could not be sold for a number of years, because it belonged to an unsettled estate, his Chicago backers in the Riverview, who had agreed to put up the money for a track in Los Angeles, withdrew their support. Jack said he "would build the track anyway if he had to sell the shirt off his back." Then he interested Paul Derkum, the Los Angeles pioneer motorcycle racer, and together they are building the new track, using the best of material and construction.

Both Prince and Derkum have consulted with Charles Fuller Gates who is in charge of F. A. M. racing affairs in California, and who has seen thirty years of bicycle racing and been mixed up with it much of the time, and every improvement that these three men can think up will be embodied in the new track, which is to be a model in every way.

At the Los Angeles Stadium Class B professional races will be substituted for the former "trade rider" races, and already F. A. M. Representative Gates has persuaded the trade riders to come out as professionals, and without much urging, as good cash prizes will be put up for them by Manager Derkum, who knows both the sorrows of the promoter and the racing man from his own experience, and does not intend to have any high priced "prima donnas" dictating to him and getting all the racing machines in a pool. He has made racing men a plenty out here by his coaching and promoting, like Seymour, Graves, Balke, and others, who owe much of their present success to his help.

In a Los Angeles motorcycle shop some fast racing machines are being made for any emergency that may arise at the new track, and stock machines are being made into racing machines which will do the mile in 42 seconds by actual test. These machines will be given to the Class B men, and when the factories rush out the latest racing creations they will find a lit of Derkum's promising colts already broke to the saddle, doing good work in the Class B races.

The slow fellows will have to go into Class B until they have machines or show form that will entitle them to ride as Class A, and if they do not ride fast enough to win from the other Class B riders, they will go into Class C, which means "cut it out and go to work."

For some time at the new track the Class B boys will have an open race to be run in trial heats, winners taking part in the final, a chance in the free-for-all handicap with the Class A men and a consolation race for the Class B riders, who have not won a prize that day.

A single amateur race for the simon pures will go onto the program as a sort of curtain raiser, in which genuine all-wool stock machines, unstripped, will appear.

Manager Derkum, who says he had to ride for all he ever won and never could count on appearance money, does not believe in giving men a guarantee. Instead he prefers to give big prizes and run point races for the star performers with a peneral handicap and plenty of races for the Class B boys, who are working hard to get into the game.

The point race for Class A means a number of heats in which all the Class A riders must ride and all be scored points according to the way they finish, giving at least three good races between the stars in which every one has a chance to get the big first prize, for, in one heat Walters may have trouble with his machine and score bad, as was cometimes the case at Oakland, and in another heat Balke or Graves may fall down, but in the final balance the one with the best showing of the three races will have won and the others in order of showing by points.

This program will show three kinds of racing each meet, besides the curtain raiser of pure amateurism. The free-for-all handicap will show the difference in the form of the two classes of professionals.

One big change for Los Angeles will be in the starting of the races at the new track. Spectators here are used to seeing a bunch of mechanics and racing men in greasy clothes congregated under the crowded press and official stand, right at the tape, with rubber necks mixed in generously, and everybody getting in each other's way. At the new track this condition will not obtain, for the pits, where the racing men and mechanics will stay, will be quite a ways from the starting point, and the track will have a five foot high strong wire fence, which will be 50 feet away from the track, and with a burly officer at the one gate in that fence, where only contestants, mechanics and officials can pass. All officials will have to remain in the high stand built for them, with the exception of the starter and referee, who will be at the tape. The band stand will be low and in the center field, and connected by wire with the track side, as will be the pits.

A bugle will call out the riders for each race and they will have distance enough between pits and tape to get under way for the rolling start, so that the starter can send them off with a flag and do away with the gun, extra laps, and similar delays. Riders who do not get out promptly on the order of the clerk of the course and his assistant, will be barred from the race, as in old times of bicycle racing, and when a contestant gets the red flag for careless riding or fouls, he will come off the track for the rest of the meet and have to also leave the machine quarters;

Jack Prince has already partly arranged for a saucer track at San Diego, which is a city of 50,000, laying 150 miles to the south of Los Angeles, where there is to be an exposition in honor of the Panama Canal, as it is the first port of entry on the west coast.

There is also talk of another track at San Bernardino, which is about 65 miles east of Los Angeles and surrounded by the thriving cities of Redlands, Riverside and Colton and many prosperous villages.

Indiana Motorcyclists Taboo Open Mufflers

South Bend, Ind., Jan. 15.—At a recent meeting of the South Bend Motorcycle Club resolutions condemning the use of cut-outs in city streets were adopted. The club membership is about 40, and consists of live dealers and enthusiastic riders. Weekly meetings are held during the winter months on Mondays at the various dealers' stores, and the place of meeting is changed every month. A schedule of runs is in active preparation for next season.

Angel City Motorcyclists Form New Club.

Los Angeles, Cal., Jan. 15.—To promote the motorcycle by enlisting and maintaining a favorable popular sentiment toward that form of motor vehicle, and to save motorcyclists the possibility of embarrassment by depositing in each important city and town of Southern California an indemnifying bond, against which a member can make requisition if arrested for indiscretion and unable to produce the cash bail usually required, the Angel City Motors Club of Los Angeles has just been organized, with 30 names on the charter membership list. Philip Younger, contractor, has been elected president, and A. H. McCullough, architect, is secretary. A treasurer and various committees are to be designated at a future meeting.

Arrangements are being made with the various justices of the peace whereby a member of the new club, if arrested for violating speed or other regulations, may, in lieu of putting up a cash deposit, leave his membership card in the Angel City Motors Club, whereby the club becomes surety for his appearance. The club's by-laws declare that a member who has been three times convicted for violations of municipal and other regulations shall be liable to expulsion from the club.

Automobile owners and drivers are eligible to membership in the new club, under the same conditions that govern in the cases of motorcyclists. A clubhouse is to be opened in the heart of the city.

A motorcycle show under the direction of the Angel City Motors Club will be held some time during February, at a date that will enable motorcycle agents to exhibit their 1912 models, many of which have not yet arrived. Options have been taken by the club on three different buildings, from which a selection will be made at an early date, so that space can be apportioned to exhibitors, who will include not only the people who are handling motorcycles, but dealers in accessories. The show will run for at least a week, and it may be decided to continue throughout the second week.

Utica Motorcyclists Elect Officers.

Utica, N. Y., Jan. 15.—There was a large gathering at the annual meeting and banquet of the Utica Motorcycle Club, January 14, and at this meeting these officers were elected for the ensuing year: President, Homer G. Buckley; vice-president, Charles Alt; secretary-treasurer, John J. Weiler. It was voted to postpone the election of road officers until the first meeting in April, so as to secure the most active riders for those positions.

The club is starting off the year in its new home in the National Bowling Alley buildling, at 120 Lafayette street. The rooms are conveniently situated in the central portion of the city and well adapted to the needs of an organization of this character. In the rear of the building is a large covered court where the machines can be stored, and the bowling alleys are on the lower floor.

Located in the same building is the Utica Motor Boat Club and the Aviators' Club. It is a rather happy coincidence that these clubs should have adjoining rooms, and a feeling of good fellowship has already sprung up. The house committee is busy re-decorating and furnishing the club rooms and it is expected that within a very short time that the rooms will present a very attractive appearance.

Enthusiasm in the club is at a high pitch at present and the membership committee is starting in on a campaign for new recruits. With the inducements which they now have to offer, and the large number of local riders which they have to draw upon, they are confident of largely increasing the present membership of 60.

California Motorcyclists Plan Extensively.

Bakersfield, Jan. 15.—In addition to electing officers for the ensuing year, the Bakersfield Motorcycle Club at a recent meeting inaugurated a plan of holding in this city in the near future, under the auspices of the Federation of American Motorcyclists, a convention of all the clubs in the southern portion of the San Joaquin valley, including those of the West Side oil fields, Bakersfield, Ducor, Porterville, Lindsay, Exeter, Visalia, Fresno, Hanford and Tulare. Three hundred and fifty motorcyclists have been invited to attend the convention, the date of which will be definitely determined shortly.

The newly elected officers of the club are: President, Charles P. Clark; vice-president, J. F. Dunlap; recording secretary, P. C. Taylor; secretary-treasurer, Frank Lightner; road captain, L. C. Dunn.

The club has rented a five-room house which will be immediately fitted up as a clubhouse. A garage and emergency repair shop, fully equipped will be erected on the premises. The club also plans the establishment of a race course near the city.

The motorcyclists are evincing great interest in the approaching automobile road race through the West Side oil fields, Washington's birthday, and have consented to assist the Automobile Association of America in patroling the course during the event, in order that accident resulting from fast driving may be averted. In the future the motorcyclists will meet weekly on Thursday night, instead of semi-monthly, as in the past.

Jerseymen Plan 250-Mile Endurance Run.

Newark, N. J., Jan. 15.—It was decided by the New Jersey Motorcycle Club at its last meeting to run another endurance test next Decoration Day, the distance to be 250 miles. Secretary Davis was authorized to apply for F. A. M. sanction.

The track scheme received considerable attention at the meeting. George Kreamer and George Hamilton, the promoters who want to erect the oval, were present to talk the matter over, and so was A. C. Dunlap, manager of Electric Park, where the track is to be located. The idea in a general way is to form a corporation and issue stock, with the club taking a controlling interest. Kreamer wants one-half interest for his work while Hamilton will do the work according to his plans for one-fifth interest. Dunlap is to receive 10 per cent. of the gross receipts, and the only interest is to be through Electric Park.

Californians Elect Officers in Capital City.

Sacramento, Ca., Jan. 13.—With a membership over 150, the Sacramento Motorcycle Club elected at its annual business meeting the following officers: President, E. S. Emery; vice-president, H. A. Ten Bosh; secretary, Roy Emery; treasurer, N. F. Barber; road captain, D. Galloway.

The president appointed the following committees: Competition, W. A. Langley, chairman; H. A. Ten Bosh and F. Murray; publicity, E. Shoemaker, chairman; L. Abraham and H. Cameron. H. A. Ten Bosh, C. C. White and Geo. McCormick were appointed on the board of trustees.

The election was followed by a banquet. Plans were discussed for a number of runs to be held on bright Sundays during the winter, those of the past summer having been highly successful and encouraging.

Recent Motorcycle Club Elections.

Cortland, N. Y., Jan. 15.—At the annual meeting of the Cortland Motorcycle Club, held at the Messenger House, December 18, the following officers were chosen for the coming year: President, H. J. Brownhill; first vice-president, Jesse Phelps; second vice-president, Milton Tucker; secretary-treasurer, R. H. Ames; captain, A. C. Moore; first lieutenant, Robert Clements; second lieutenant, William Hyder.

Baltimore, Jan. 15.—The Chesapeake Motorcycle Club, which was founded last fall has elected the following officers for the ensuing year: President, William L. Allers; vice-president, John H. Lupton; secretary-treasurer, George W. Coggins; assistant secretary-treasurer, Ed. T. McNaney; captain, A. F. Fisher; first lieutenant, Ferd Plitt; second lieutenant, Elmer C. Roof; third lieutenant, John L. Strube; directors, the above named officers and Frederick Kuhl and W. K. Gaither.

Piqua, O., Jan. 15.—Results of the annual election of the Piqua Motorcycle Club are officially announced as follows: President, E. E. Huntzinger; vice-president, I. S. Boyer; recording secretary, Samuel Cain, treasurer, Frank Henn; captain, E. L. Moore.

Mansfield, O., Jan. 15.—The annual election of the Mansfield Motorcycle Club held last week resulted as follows: President, F. R. Dippman; vice-president, C. F. Williams; secretary-treasurer, C. O. Sistor; captain, John Meyers.

ONWARD MARCH OF OLYMPIC CAMPAIGN

Continued Formation of New Local Bicycle Clubs, Best Possible Stimulant to the Sport and Industry — Popularity Voters and Newspapers Demand Riders' Histories.

Supscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling Salesmen of Pope Mfg. Co.	25.00
New England Wheelmen, N. Y. City	20.00
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N Y	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
Reedley Bicycle Club, Reedley, Cal.	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St, Louis	1.00
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That widespread interest, exceeding that of any other event in American cycling history, has been aroused by the movement to provide a bicycle team to represent this country in the Fifth Olympiad, is now a fact beyond all doubt. From every section of the country come requests for information regarding the holding of the elimination trials; there is also a flood of requests for voting blanks for the riders' popularity contest which only recently was started and is running now in the columns of this journal.

San Francisco, California, not to be outdone by the little town of Reedley in that State, the result of whose valiant efforts for the cause were given to our readers two weeks ago, at last has been heard from the to effect that there will be eleven riders to enter the elimination try-outs; all of whom, according to the form shown by them in the many relay races so popular in the Golden Gate, should make first-class material with more than an equal chance in unpaced events as compared with the less experienced riders of the East at that game. San Francisco riders also are promoting roller races as a publicity stunt for the Olympic Team project and have met with marked success.

Chicago, Grand Rapids, Mich., and Kansas City, Mo., riders also have recently taken up the campaign. Kockler, Nordmark and "Farmer" Bill Blum, of the former city, have received ballots in the popularity contest.

Clubs, Old and New, Working Diligently.

Efforts on behalf of the project in Buffalo, N. Y., the activities of Louis Debo, the N. C. A. representative there, are bearing fruit. Two bicycle clubs have been formed; one has well under way the plans for a six-hour team race to be held over a stretch of city street, having for its object the publicity that will accrue to the Olympic campaign. Another just formed, The Royal Flyers, reports that squads of embryo "flyers" are joining weekly, and that it is the express object of the club to develop a "flyer" capable of surviving the elimination trials next spring, and having the honor of making the team.

Oskaloosa, Iowa, not far from the home of Worth L. Mitten, the popular, classy professional rider, has been heard from as follows:

Secretary, The United Cyclists:

"Will you send to me information how to start a bicycle club? There used to be a club here about six years ago, and they pulled off some big races. This is a place of about 12,000 population, and there are no fairs here. The motorcycle men are going to form a club, and if we can form a bicycle club we will work together and hire the old track and hold races. Any information will be thankfully received.

(Signed) C. C."

The St. Louis Cycling Club as yet retains a handsome lead on all clubs in the campaign for funds. This week it has submitted to R. F. Kelsey, treasurer of the fund, $9.00 in addition to the $54.00 with which it already it credited. The amount of the latest contribution of the St. Louisans was made up as follows: Club raffle, $6; Fisk Rubber Co., St. Louis branch, $2; A. C. Clayton & Son Printing Co., $1.

Traveling Salesmen Get Into Line.

None are keener sportsmen or are quicker to recognize the business getting value of any proposition than traveling salesmen. The first crew of these alert, hustling, and ever-optimistic "ambassadors of prosperity" to show their appreciation of the benefits to be derived by the sport and trade through the sending of an Olympic Bicycle Team are those on the staff of the Pope Mfg. Co., when they sent to the treasurer of the fund this week a donation of $25.

Voting Develops New Publicity Feature.

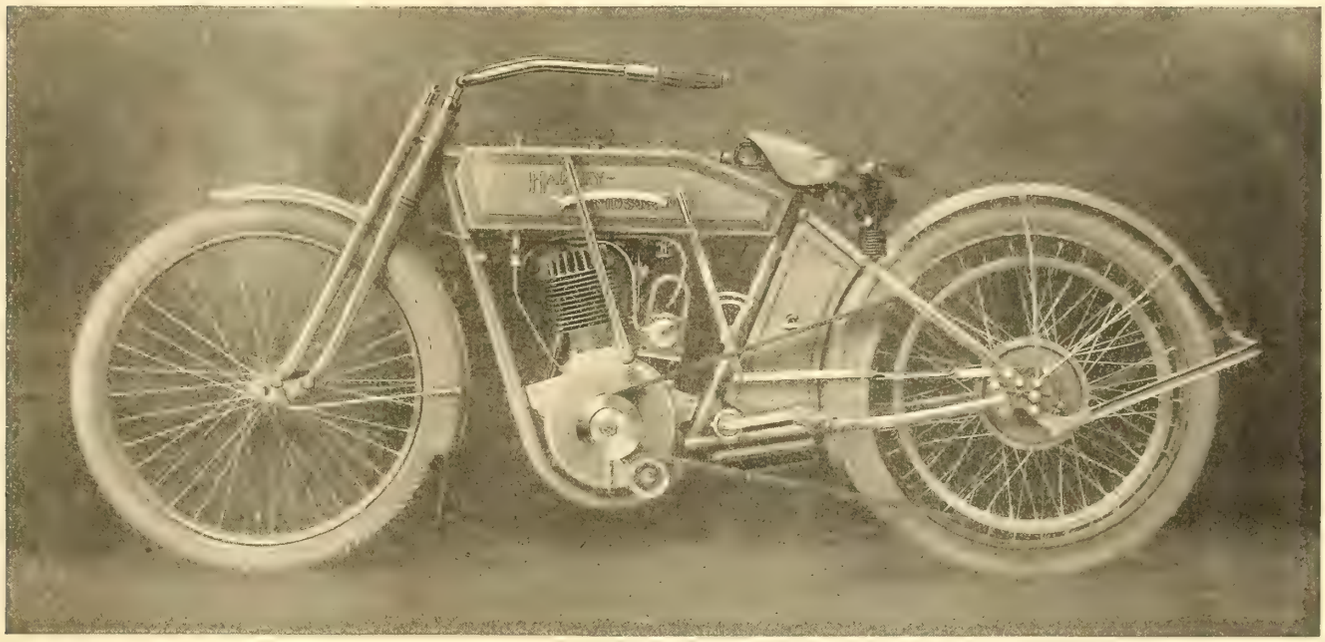
The riders' popularity contest now is most auspiciously launched, in fact is gaining strength daily by leaps and bounds. The rush for voting blanks has been met and ample provision made for future demands, so that all will be supplied immediately on demand. The erroneous impression that this contest would have some effect on the choice of the representing team is fully corrected on the voting blanks. In this respect, it may be well to call the attention of all to the fact that the choice of the Olympic Team is absolutely dependent upon the individual showing made by the various candidates throughout the country, all of whom will have opportunity to compete in the try-outs and elimination races now in progress of planning; the location and schedule for which will be announced immediately sufficient information is obtained from the voting contest as to the most feasible locations.

It should be borne in mind that the winner of this voting contest is the person who First votes for the Complete team receiving the Highest Number of votes, the contest, nor the finally selected representing team having no effect whatever on either result.

Your attention is particularly requested to be given to the voting contest this week, as in response to the demand for information regarding riders' history, from not only prospective voters in all sections of ther country but the daily papers as well in many of the large cities, the bicycle editor is compiling, for publication, a short sketch of the leading nominees on the ballots. Accordingly, help the work along by submitting, wherever possible, photographs and best previous performances of your favorites.

First prize, $10—To the person first voting the complete team of twelve amateur riders in the United States which receives the highest number of votes.

The HARLEY-DAVIDSON
Wins the Big Phoenix Road Race



Here's the Order of Finish

1st.	Dorris	Harley-Davidson	6th.	Valentine	
2nd.	O'Connel		7th.	Steele	
3rd.	Davis	Harley-Davidson	8th.	Brunner	Out
4th.	George	Harley-Davidson	9th.	Hubley	Out
5th.	Barber	Harley-Davidson	10th.	Anderson	Out

THE Harley-Davidson Motorcycle is built for hard, continuous service under the most strenuous conditions—it is not a racing machine, nevertheless it has a persistent habit of "showing the others up," and generally in a most thorough manner.

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Second prize, $5—To the next complete vote received. Two years' subscription each to the next five. One year's subscription each to the next ten. All votes as received will be stamped with time and date.

The reader of this paper may send in his vote on the following coupon.

Use this blank for sending in your vote.

My choice for twelve amateur bicycle riders for the American Olympic Bicycle Team is as follows:

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Signed . . . . . .

Address . . . . . .

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You, and all who are interested in the sport are invited to submit the names and addresses of those to whom it is desired to have voting blanks sent—make your list as large as you like—self-explanatory blanks will be sent promptly and with absolutely no obligation incurred by the recipients. Send your list at once to the bicycle editor, The Bicycling World Co., Box 649, New York City.

Important Meeting of United Cyclists.

On the call of President J. A. Hall, there will be a meeting of the United Cyclists, Tuesday evening, 9:30 P. M., at Brooklyn Turn Hall, Atlantic avenue and Hoyt street. All members are urgently requested to be present.

Old Time Pacemaker Goes Insane.

Having sustained a severe electric shock a few years ago which left him in a highly nervous condition, Daniel J. McCann, residing at 111 Central avenue, Chelsea, Mass., well known as a motorcycle pacer, was sent to the Westboro Insane Hospital, January 16, by order of Judge Albert D. Bossom.

CHAPMAN AFTER EUROPEAN MEN

Sails For Paris to Arrange the Details of the World's Bicycle Championships—U. C. I. Will Approve Program.

Manager John M. Chapman, of the Newark, (N. J.) Velodrome, sailed for Europe on Thursday of this week on the steamship "Baltic," of the White Star line for the purpose of completing arrangements with the Union Cycliste Internationale for the World's Championships, which will be held on the Newark track, August 25, 28 and September 1. It was originally intended to hold the concluding day's racing September 2 (Labor Day), but the change was made to allow the use of Labor Day for a rain date.

While abroad Mr. Chapman will attend the annual congress of the Union Cycliste Internationale, which convenes at Paris, February 10. He will present his program for the meet to that body through Victor Breyer, the European representative of the National Cycling Association, and action will be taken at the meeting on the support that the component sport-governing bodies will extend.

A strong effort will be made to secure racing men from every European country and it is likely that France will contribute the greatest number of entrants. England will undoubtedly send her best amateurs and that country will wish to retain the championship honors won in the amateur class at Rome last July. France scored the highest number of points in the professional championships at that time and will also make an earnest effort to retain them.

It is also the intent of Mr. Chapman to look over the field of foreign riders while circulating about Europe with the view of engaging some good men to participate in the races at the Velodrome during the coming season. In speaking of his plans in regard to this particular feature of his trip, he said:

"My intention is to sign up the very best men I can secure to ride at the Velodrome next season. My aim is to bring Ellegaard, Friol, Dupre, Pouchois or Rutt over here. I may be able to get only one of these stars, and I may be able to get two of them. Besides, I will sign up several good handicap riders. One man I am after is Moretti. He is an Italian and a great rider, they tell me. Jimmy Moran recommended Moretti to me last year, but it was too late to bring him over here then. I also intend to negotiate with several pace followers. Some of the riders whom I will sign will race here all next season. Others will come over for the world's championships, which will be held at the Velodrome the latter part of August and the first part of September."

Majesticalities

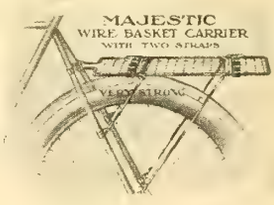


AN EVERLASTING STAND for Bicycles has long been needed. We have produced it. Note the cut. Steel collars **entirely encircle the axle nuts**; no flimsy iron jaws to bend or break. When the stand is spread at the bottom the collars **automatically lock the nuts** and prevent the stand's further spread. Is listed at **$1.00 and guaranteed forever.** Live dealers know the jobbers' discounts.



List price ..... **...$3.00**

Every enterprising jobber in America carries the double ball bearing spring fork in stock. These forks weigh but 16 oz. per pair. Thirty-six 3/16 balls in each pair. Improved 1912 Fork Clips. Thousands of these forks are sold every year.



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Strongly Guaranteed

Practically Perfect

The 1912 New Departure Coaster Brake

HAS IMPROVEMENTS THAT WILL PLEASE YOU

The New Departure policy is to improve. Our salesmen and demonstrators are instructed to carefully look into any complaints of the dealers. Such complaints are thoroughly investigated by a staff of expert mechanics at the factory and in this manner any faults existing are corrected and improvements are constantly being made. The 1912 model shows a greater number of such improvements than any previous model. Tests by ourselves and by dealers and riders justify us in claiming that the present model of New Departure coaster brake is practically perfect and perfectly practical, never failing to operate, strong beyond all requirements and better made, better finished than ever before.

We are not only giving you, Mr. Dealer, a vastly improved coaster brake, but our line of trade helps for 1912 is more extensive and expensive than previously offered. These trade helps are furnished free and we prepay transportation also. If you havn't already ordered an assortment, write in today.

Have you received the New Departure calendar for 1912? Sent only to dealers who write for it on their letter heads.

THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

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"America's" Annual Dance, Huge Success.

Resplendent in decorations in the National colors intermingled with those of various cycling organizations of the Metropolitan district, Lyric Hall, Sixth avenue and Forty-second street, New York City, was the scene on Saturday, January 13, of the annual ball of the Century Road Club of America. The ball was one of the most successful, socially and financially, ever held by the club, there being present an ample and enthusiastic representation from practically every cycling club in the city. A handsome silver loving cup offered to the club having the largest representation was won by the Manhattan Wheelmen, to which it was presented by the master of ceremonies, Emile E. Fraysse. The grand march was led by Miss L. Schunzel and Mr. A. P. Bastide. Among those present was a large delegation from the Madison Square Garden Mtorcycle Show, personally conducted by Harry A. Gliesman, the Olympic Bicycle Team exponent; in his party were noted Mr. Arthur Davidson and a corps of salesmen and friends who accepted with alacrity, the opportunity to indulge in the pleasures of the art of Terpischore after the strenuous week at the show in the "big town."

Activities of the Lafayette Wheelmen.

Baltimore, Jan. 15.—With characteristic energy, the Lafayette Wheelmen are industriously planning a lively campaign for the coming season, the Arctic weather apparently having not the least deterring effect upon the cycling enthusiasm of its members, although they are prevented for the time being, by the deep snow, from indulging in their favorite pastime. The first event will be the annual spring road race. Invitations will be sent to riders of Philadelphia, New York and Washington. Following this will be the 12-hour track race open to teams of two men each. This

The club's annual election resulted in the choice of the following officers: President, Ralph Miller; vice-president, John Ruhl; secretary, Edgar R. Boehm; treasurer, Jacob Davis. These officers with Lyell V. Bossom, Howard A. Boehm, and Frank Martin, constitute the board of governors.

STUPENDOUS MILEAGE RECORD

Marcel Plane's Unique Performance in 1911 Century Competition of English "Cycling"—1⅓ Times Earth's Girdle.

Rolling up the enormous total of 332 centuries, ridden on a bicycle within the year 1911, Marcel Planes, a London youth of 21 years, on December 31 rode the finishing century of the score of what is a truly marvelous performance, established a world's record that will be in little danger for some time to come, and won the most remarkable competition of the sort in cycling annals; this contest being known as the Century Competition of 1911, under the auspices of English "Cycling."

In it, mileage was covered in excess of 850,000 miles, over 8,500 checking cards being required. Planes in his titanic task rode 34,366 miles, and all but 1,166 miles of this grand total was done in complete 100-mile rides. In 225 consecutive days he rode 230 centuries. The best previous performance at century "plugging" was that of Teddy Hale who was credited with 313 one-day centuries and 32,479 miles in 365 days, a record made 11 years ago.

On May 15, Planes rode his 100th century. The 200 mark was passed on August 19, and on November 26, 20,000 miles in century chunks had been piled up. As compared with Hale's record the figures do not speak eloquently enough. Hale was a seasoned athlete who already had made a name for himself as a racing man and had a wealthy firm at his back with a substantial payment for his efforts: while Planes has had but a few years experience on the wheel and rode for no other reward than a gold medal.

All the riding was done on the "out-and-home" plan, which obviated any possible advantage from the wind. As his expenses had to be paid out of his own pocket, they were, perforce, microscopic. A day's charges rarely exceeded 25 cents, and frequently were nothing at all. Double tube tires were used and three covers were worn out on the front wheel, and four on the rear. The cost of these varied from $2.55 to $3.15. One new chain, new handlebar, crank axle, and set of balls for the front wheel were required; also blocks for the front brake. The rear brake, a coaster, required a new brake band. In the clothing line, three pairs of cycling knickerbockers were worn out. Two pairs of shoes were required.

The second man, W. R. Wells, a veteran past 50 years of age, scored 387 centuries and over 30,000 in mileage. Third, H. Morris, 181 centuries. A special silver medal was awarded to Mrs. O. G. Elliott, London, she having completed 60 centuries.

Testimonial For Quarter-Century Service.

In recognition of the faithful services of Abbot Bassett as secretary-treasurer of the League of American Wheelmen for 25 years, the Boston Bicycle Club and the Newton Bicycle Club, in which latter he holds a like office, are planning to present him with a substantial testimonial on the occasion of the former club's annual dinner, February 10. A subscription list has been started by the members of both club; a circular issued by the Newton Club states that all contributions should be remitted not later than February 3 to be available.

Royal Canadian Cyclists Elect Officers.

Toronto, Ont., Jan. 15.—The members of the Royal Canadian Bicycle Club of Toronto, at their annual meeting held in the club's magnificent quarters on Tuesday, January 9, elected the following officers for the current year: Hon. president, W. G. Gooderham; president, F. B. Culliton (re-elected); vice-president, A. F. Walton; financial secretary, G. H. Cashmore; treasurer, F. M. Johnston; recording secretary, A. H. Davey.



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"If It's Federal — It's Right"

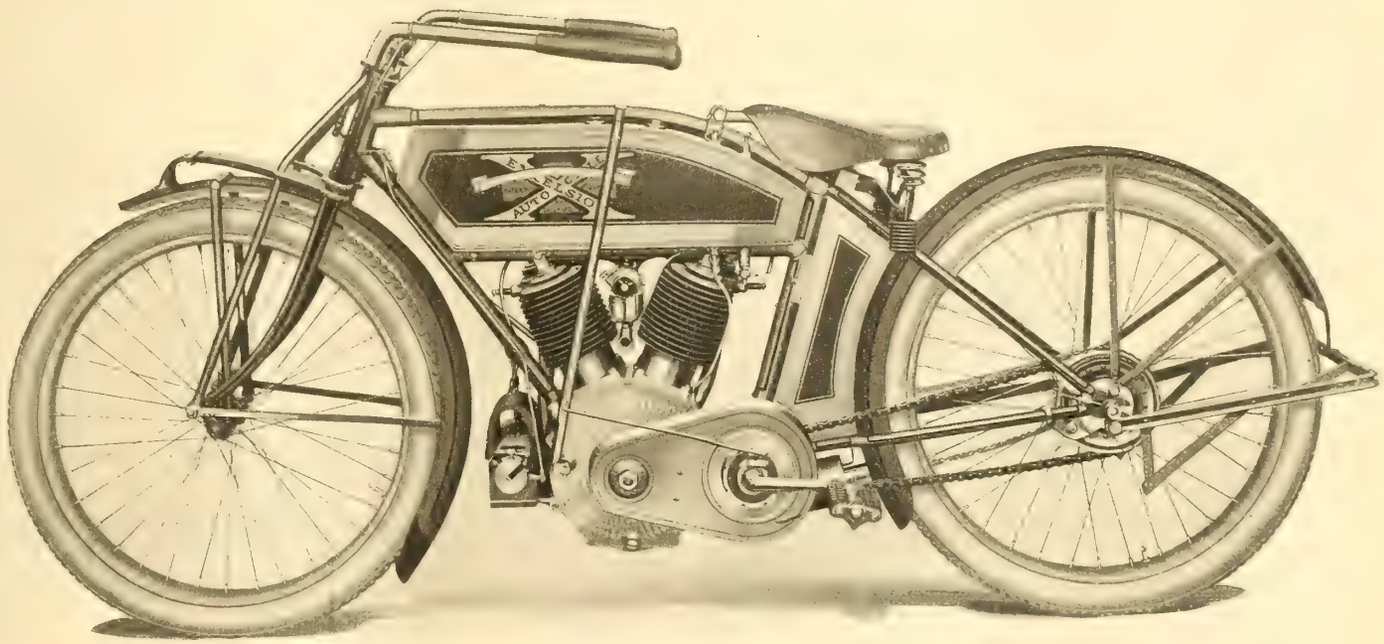
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EXCELSIOR AUTO-CYCLE

THE SEASON'S BIGGEST HIT



7 H. P. Chain Drive
Twin, With Clutch **$250.00**

¶ 1912 Excelsior Models were the hit at the New York Show, if the number of contracts signed is an indication.

¶ Already we have disposed of 319 more machines than we sold during the whole of last year: it is because the Excelsior is better than ever.

¶ There are six models, ranging in price from $175 to $250, belt and chain, every one clutch equipped. Our shock absorbing seat post is the best on the market.

¶ Dealers and purchasers, all we ask is that you compare, or, as a customer of ours said at the show, "Contrast the Excelsior with the rest."

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can only be obtained by the use of materials which will resist the most wear. Through our untiring efforts to produce nothing but the best and our years of experience in chain making

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have gained a remarkable reputation for their strength, accuracy, and wearing qualities.

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Motorcycle Spark Coils

Will Not Short Circuit

SO PERFECTLY are our coils insulated that all danger of short circuiting is eliminated. Cores of coils are the best grade of soft iron carefully annealed. They are wound to our own specifications with the highest quality enameled magnet wire. *Dispense with three-quarters of your ignition troubles and use the PITTSFIELD IMPROVED SPARK COILS.* Write for catalogue.

PITTSFIELD SPARK COIL CO., Dalton, Mass.

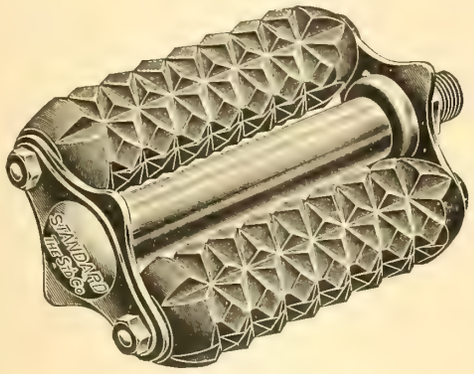
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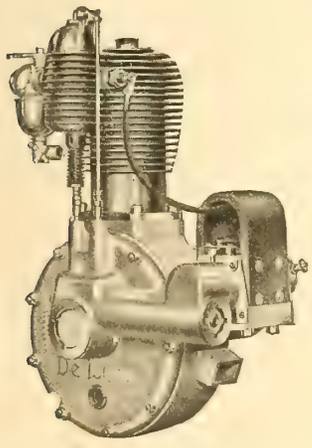
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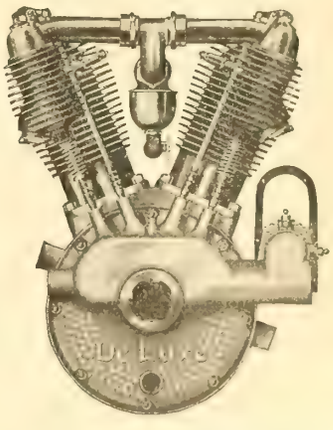
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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Four H. P. Single Cylinder — Five H. P. Single Cylinder
Seven H. P. Twin Cylinder — Nine H. P. Twin Special

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NEVERLEAK TIRE FLUID

Makes Tires Puncture Proof

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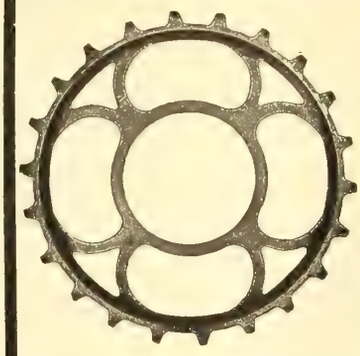
You get fine premiums with Neverleak—premiums that are really worth having—not a poor one in the lot.



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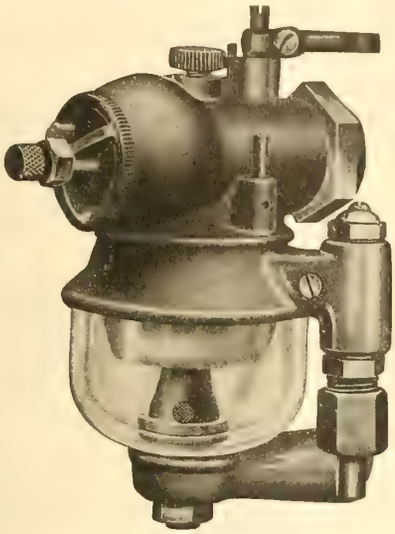
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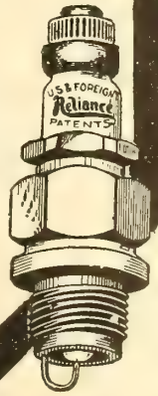
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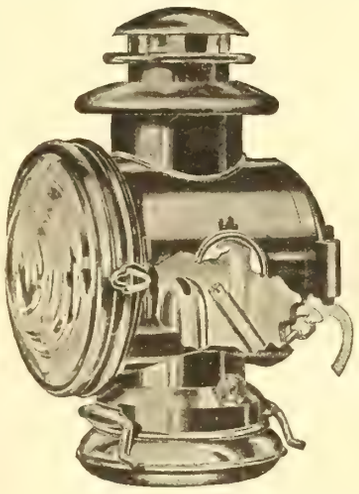
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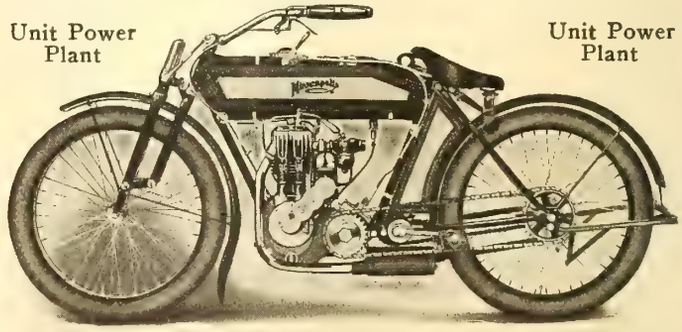
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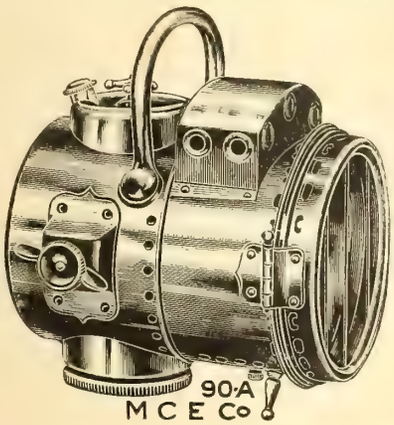
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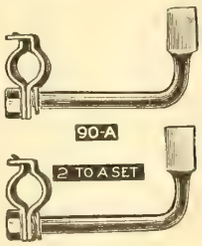
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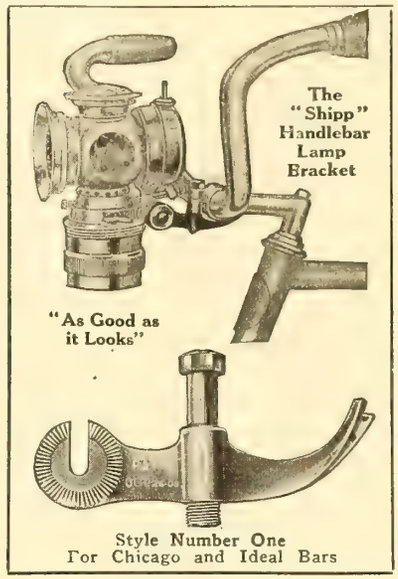




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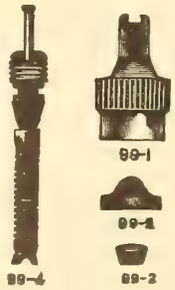
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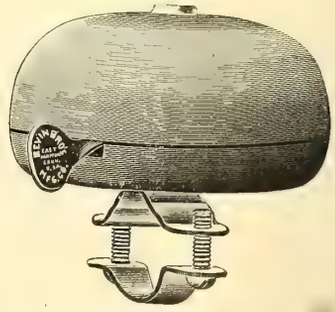


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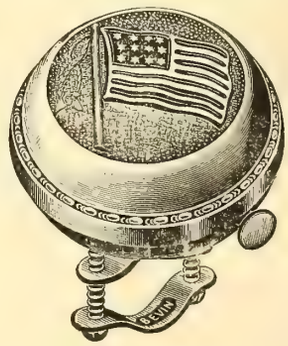
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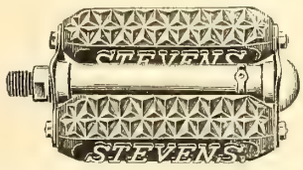
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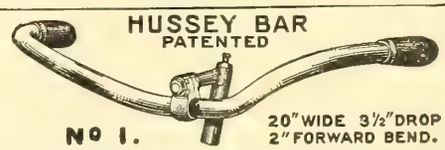
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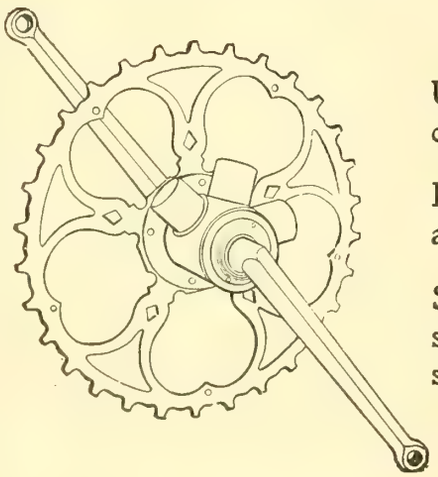
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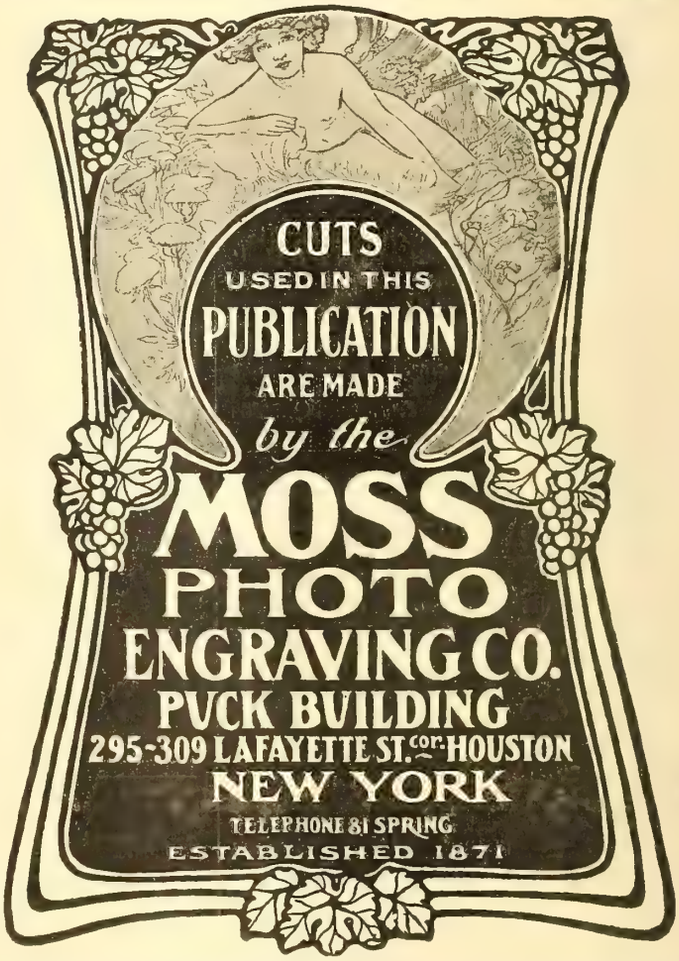
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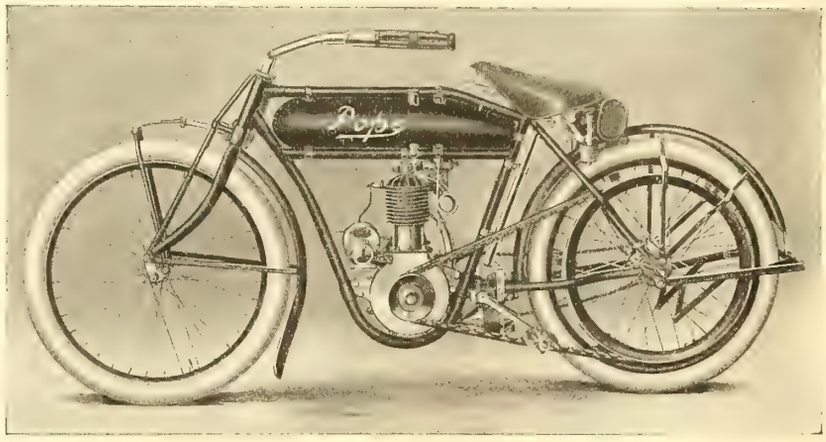


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$175
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$175
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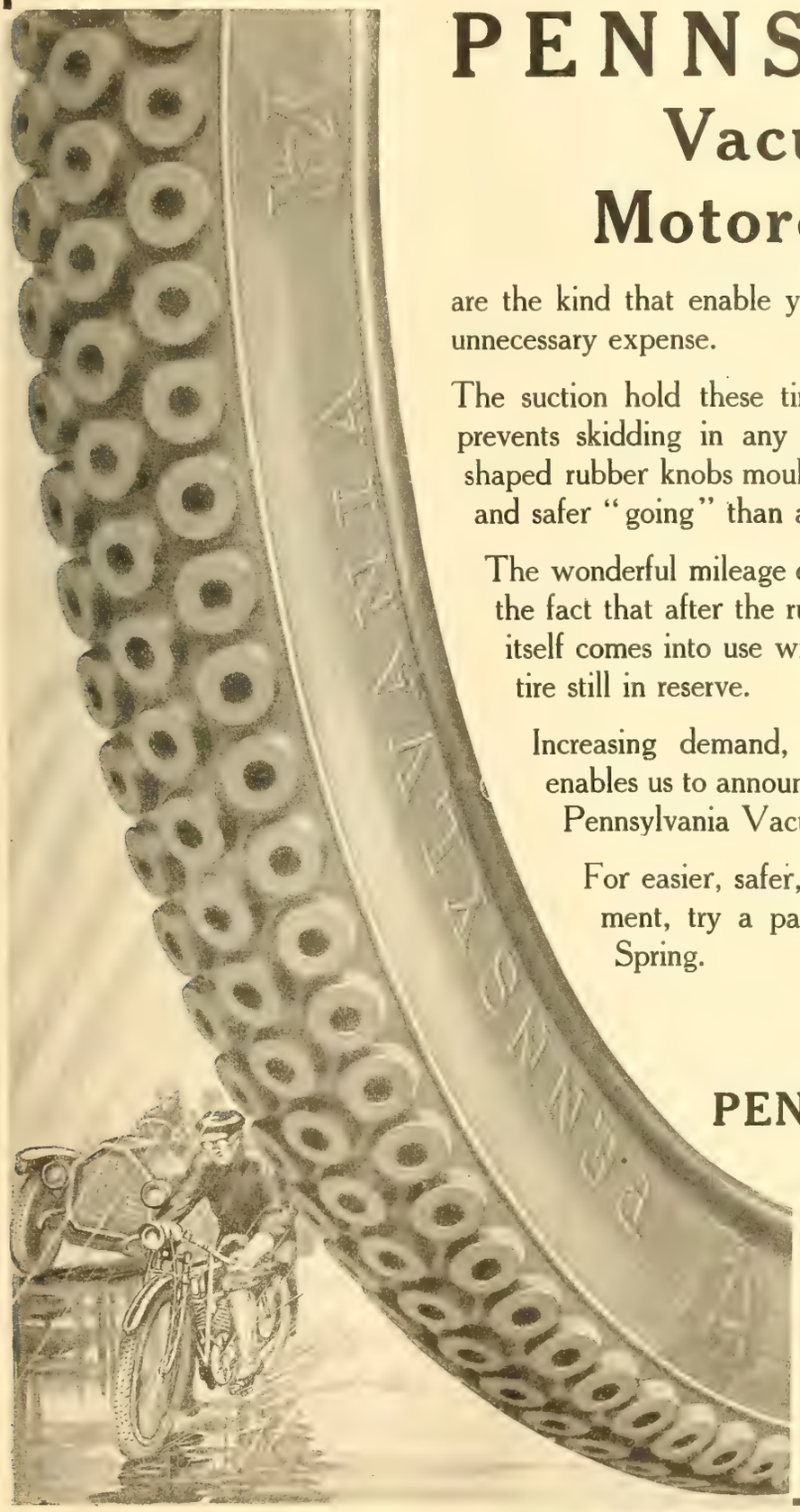
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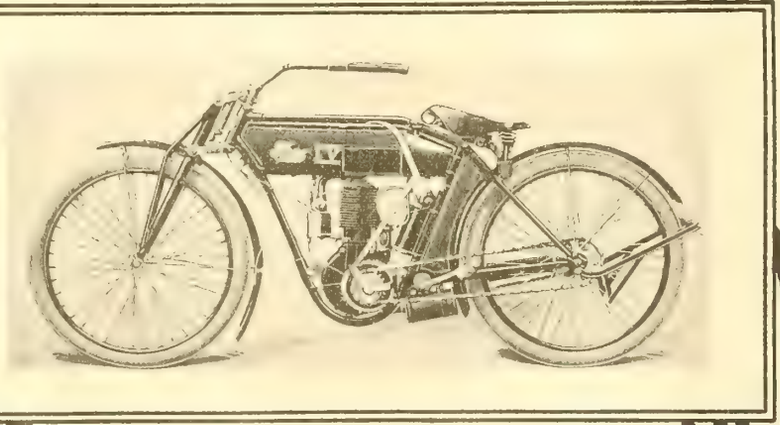
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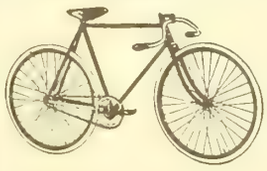


With Ball Bearing Multiple Disc Type Free Engine Clutch.

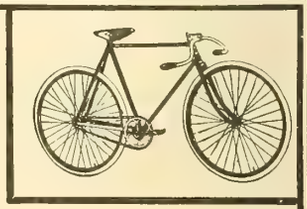
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A. FREED, 1440 Market St., San Francisco, Cal., Pacific Coast Distributor



How to Satisfy Your Customers and Make Money

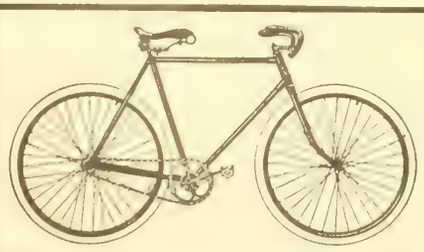


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

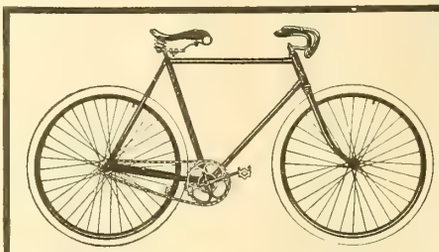


The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
KELLEY-HOW-THOMSON CO., Duluth, Minn., Northwestern Distributors

We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





Motorcycling in the White Mountains of New Hampshire

Going up

steep hills and mountains is no trouble at all for the 8 H. P. M·M Twin — just like riding on level roads.

Read what the man in the picture says

American Motor Company, Brockton, Mass.
Gentlemen:

I have just completed a motorcycle trip through the mountains of New Hampshire. I am so bubbling over with joy, that I must write you how well satisfied I feel with my M·M Twin. The power it showed in tearing up those steep inclines was simply marvelous. Not once did I get stuck on a hill, and believe me there were some corkers, and as for smooth running qualities and speed, I never saw anything like it. With the muffler closed, she would slide through the towns as still as a bird, throttling down to a walk when required. You have never hollered half enough about this wonderful model. If people knew what they could do, you would be swamped with orders.

Yours truly,
Albion St., Somerville, Mass.

Geo. B. Graves

Announcement to Agents!

Here is the greatest seller ever offered to the trade in the Twin Line. The big powerful M·M Twin at $225 was the sensation at the New York Show. Of the many lines offered to Agents for 1912, there are only a few twins, although there is a big demand for this type. No agent can satisfy all his trade without a good powerful twin, especially in sections where the roads are hilly or rough.

The M·M Twin is positively without an equal, regardless of price or claims. It is the only Twin having cylinders set at a 90 degree angle giving perfect balance, doing away with all vibration and many other tremendous advantages over the ordinary type.

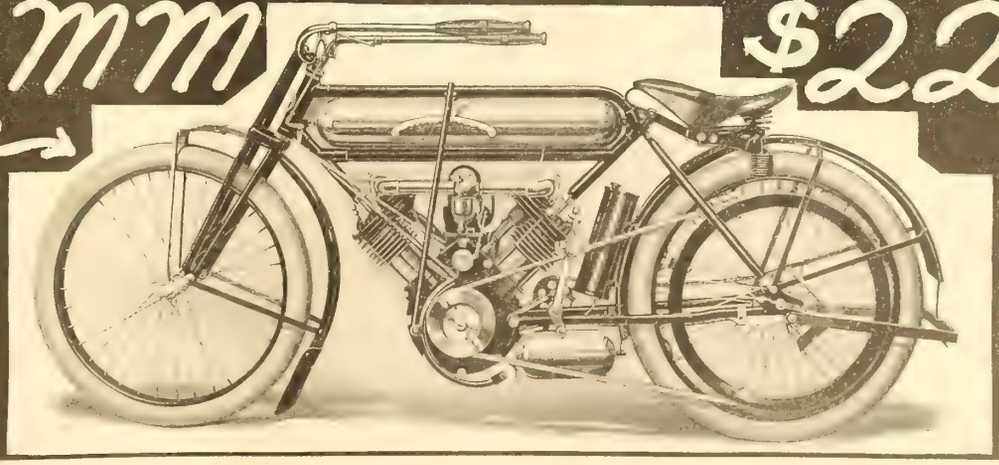
With our large facilities and 13 years' experience, we are able now to put the twin price down where it is bound to multiply sales. The complete M·M line at $140, $160, $200, and $225, is the best agent's proposition to be had this year.

Get in touch at once — Territory is going fast.

AMERICAN MOTOR CO., 718 Centre St., Brockton, Mass.

8 H.P. MM Twin

$225.



The Biggest Motorcycle Offer of the Season

With Free Engine Clutch $240.

RIDICULOUS
EDUCTIONS
AISE A
UMPUS

BUT

SATISFACTION
TABILITY
SAFETY
TAND

Why not be on the safe side and enjoy satisfaction and comfort by purchasing a new 1912

Two Brakes
Two Oiling Systems
Two Positions

Reading Standard

R-S Spring Seat Post
Mechanical Valves
Ball Bearing Motors
Free Engine Clutches

Two Singles, Belt or Chain. One Big Twin, Direct Chain Drive.

All models on exhibition at Chicago Show, February 5-10. A good proposition for live agents; write for terms. Send your name for a copy of our new catalogue.

READING STANDARD COMPANY, 310 Water St., Reading, Pa.

Dealers' Pocketbooks Are Helped by Us

Bicycles that you can buy right and sell right, and that sell easily because of their superiorities, are what we supply.



CYRUS JUVENILE

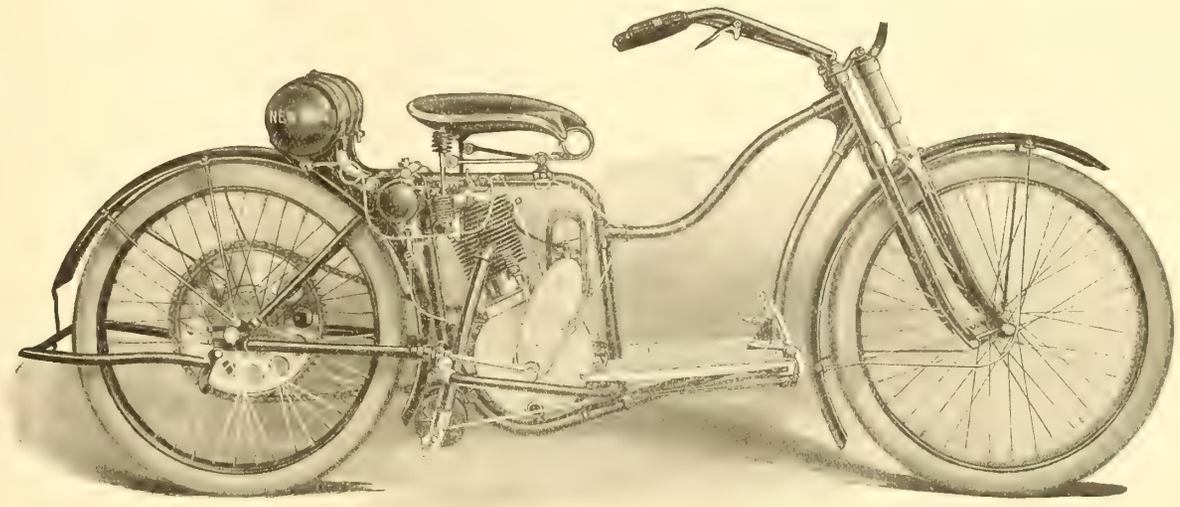
Our capacity, with our new four story addition and a total floor space of 240,000 square feet, is a carload of bicycles a day, including Adlake, Cyrus, Crown and other models, in addition to which we can produce 5,000 pieces or parts per day, including Fauber hangers. Not only are we using Fauber patent one piece crank hangers in our bicycles but also roller chains, which we adopted two years ago, being in advance of the rest of the cycle manufacturers in this respect. Write for 1912 prices.

GREAT WESTERN MANUFACTURING CO., La Porte, Ind.

NEW ERA

The Sunday Monday Machine

"Anywhere Under Any Condition"



Lowest Fuel Consumption of Any Machine on the Market.
Simplicity of Design and Construction; Lowest Up-keep.
Heavy Frame Construction and Best Material in Motor, Assuring Long Life.
Three Point Suspension Form Seat.
Compound Spring Fork; Mechanically Operated Valves.
Two-Speed Planetary Gear Transmission.
Long Wheel Base; 2 3-4 Inch Tires.
Free Hand Cranked Motor, Developing Over 4 H. P. on High and 10 H. P. on Low.

Bosch Magneto D. U. 1 No. 5 Guarantees Easy Starting

MR. BUYER—To what use do you intend putting your machine during this coming season, commercial or pleasure?

The man who uses a machine in his business, must have a machine that will be in working condition ten hours a day, 366 days in the year, minimum fuel consumption and up-keep, simplicity in construction and one so easily handled that a novice can run it.

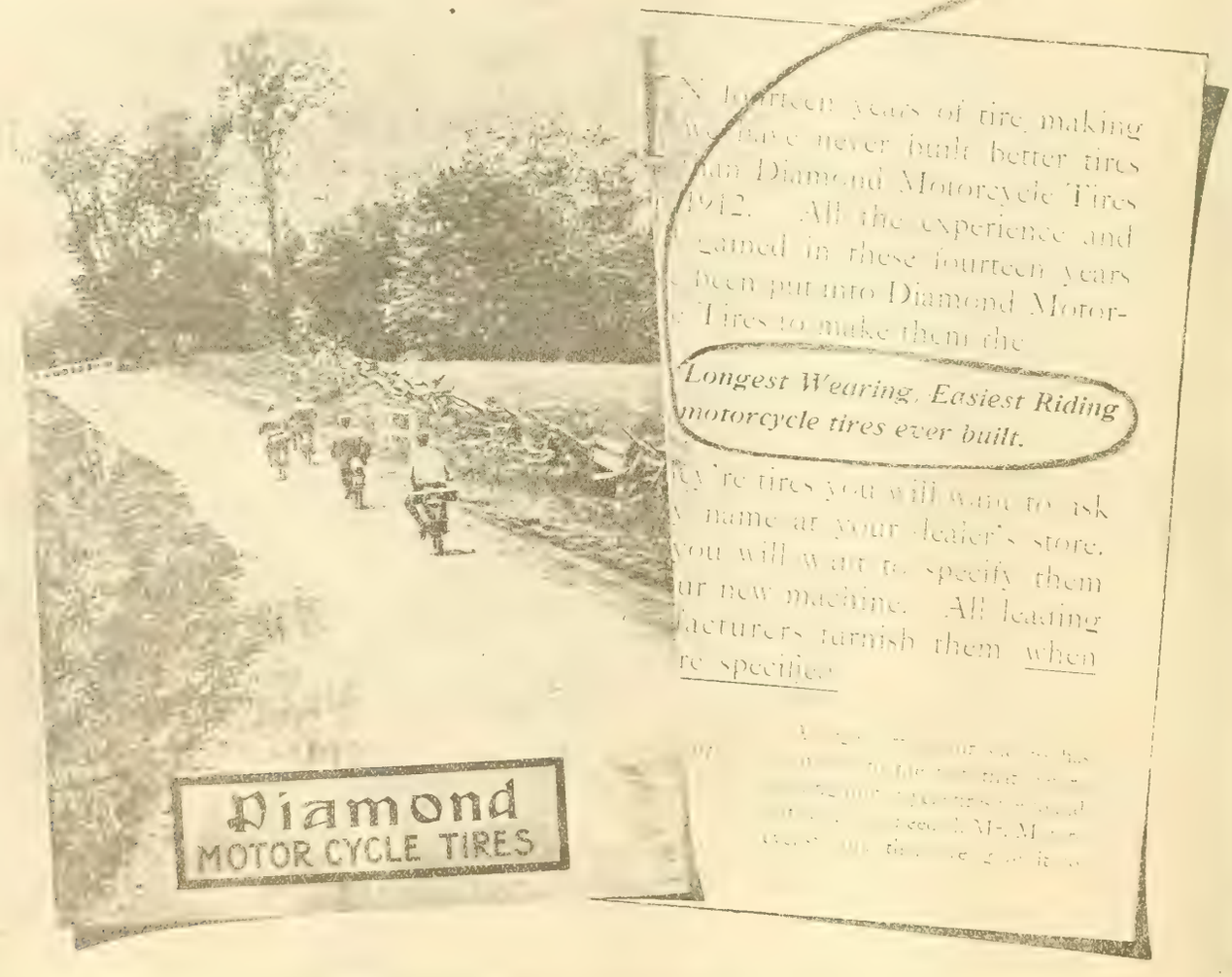
The man who buys a machine for pleasure purposes only must have one that is powerful enough to keep him at the front of the bunch, up hill and on the level, and in this day and age one of the best ways to do that is to own a machine with a *real* two speed transmission, three point suspension form seat and spring fork, long wheel base, so that he can hold to the roughest roads, and as a last and biggest item, a motor, powerful, willing and always on the job. You will find all of these items embodied in the 1912 New Era.

MR. DEALER—Are you a live wire? If so, get in on *the one big best bet* in agency propositions. Write for catalogue and particulars.

THE NEW ERA AUTO-CYCLE COMPANY

22 Dale Ave., Dayton, Ohio

Send for Our New Catalogue which tells you Why Diamond Motorcycle Tires are the



fourteen years of tire making
have never built better tires
than Diamond Motorcycle Tires
1912. All the experience and
learned in these fourteen years
been put into Diamond Motor-
Tires to make them the

Longest Wearing, Easiest Riding motorcycle tires ever built.

're tires you will want to ask
name at your dealer's store.
you will want to specify them
ur new machine. All leading
facturers furnish them when
re specified.

THE DIAMOND RUBBER CO.,
Akron, Ohio.

I want to get the most mileage from tires —I prefer easy riding. Send me your 1912 catalogue which gives full information on these points.

I ride.....

I sell.....

Name .....

City and Street.....

State .....

(B. W.)

Schickel Valveless Two-Stroke Motorcycle

Will Be Exhibited in Chicago at Space No. 1, Coliseum Gallery.

REMEMBER, IN THE MAIN BUILDING, NOT IN THE ANNEX WITH THE OTHERS.

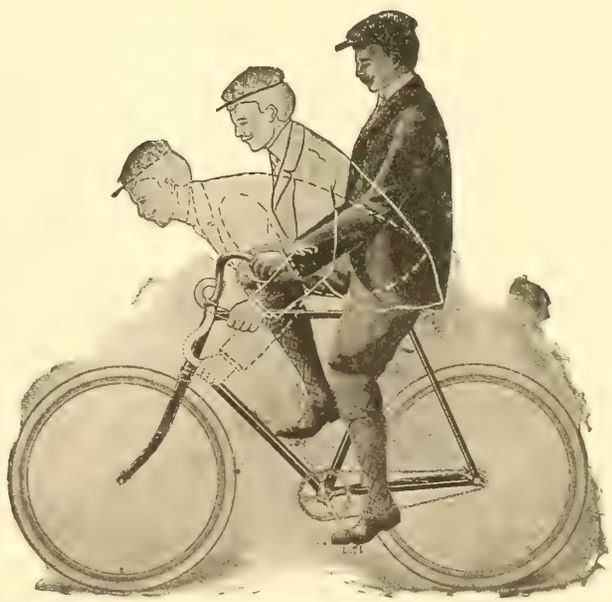
MR. DEALER: Are You a Wise One? If So, See the Motorcycle with Real Talking Points.

THE SCHICKEL MOTOR CO., 63 Garden Street, Stamford, Conn.

THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

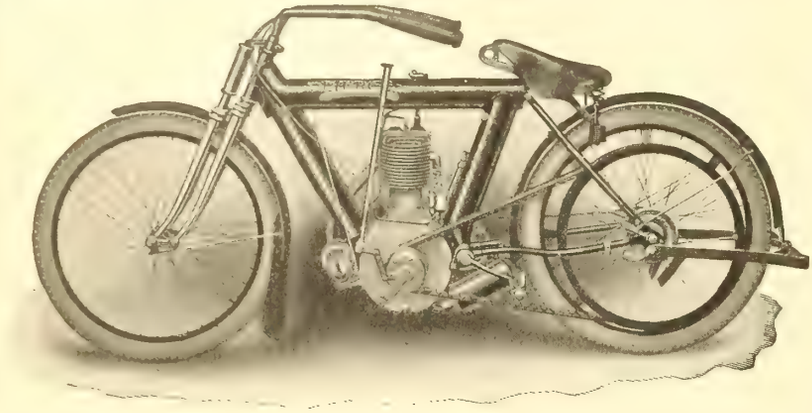
The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

Does It Cost too Much to Own a Good Motorcycle?



At the New York Show a certain motorcycle manufacturer was asked why he did not make a large tubing frame like the Pierce. He replied, "it costs too much."

YES! Pierce workmanship and material always did cost too much for other manufacturers to equal.

AS A RESULT—Pierce frames are at least three times as strong as any small tubing frame; Pierce engines have greater efficiency and lasting properties than other motors; Pierce transmission and all working parts are unappoached by the product of other factories.

ASK FOR CATALOG "A"

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Also Manufacturers of Pierce Bicycles

Pacific Coast Branch—Oakland, Cal.

THE NATIONAL Automobile Show



Under Auspices of National Association of Automobile Manufacturers, Inc.

CHICAGO

Coliseum and 1st Regiment Armory

FEBRUARY 5 to 10—MOTORCYCLES

Commercial Vehicles, Parts and Accessories

January 27 to February 3

Passenger Vehicles, Parts and Accessories

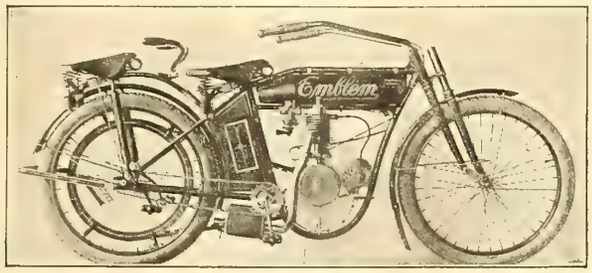
The following Motorcycles will be shown:

EMBLEM	HENDERSON	NEW ERA	READING-STANDARD
EXCELSIOR	INDIAN	PIERCE	THOR
FLANDERS 4	MINNEAPOLIS	POPE	WAGNER
HARLEY-DAVIDSON	MIAMI	RACYCLE	YALE

S. A. MILES, Manager - - - New Southern Hotel, Chicago

EMBLEM
Motorcycles

"They are different because they are better"



Everything that is best in modern motorcycle construction is incorporated in Emblem Motorcycles for 1912. Almost every motorcycle boasts of some of these improvements—Emblem Motorcycles have them all, including the Free Engine Clutch.

Compare the entire line of famous Sturdy Emblem Motorcycles with any other first class make and you will see the great difference in price, and at the same time more dollar-for-dollar value than in any other make of motorcycle manufactured. The 1912 EMBLEM is racy looking, possesses unlimited speed and reserve power, is built to withstand the roughest possible service, because nothing but the finest material possible to buy enters into its construction. Improved factory methods and co-operative labor have made it possible to give you all this value at a minimum cost.

See the Machine That Has Made Good, at the Chicago Show

If you cannot attend the Chicago Show in person write us for catalogue. If we have not an agent in your town and you are the right sort of enthusiast, we may need you to represent us.

EMBLEM MANUFACTURING CO.
Member M. M. A.
Angola Erie County New York

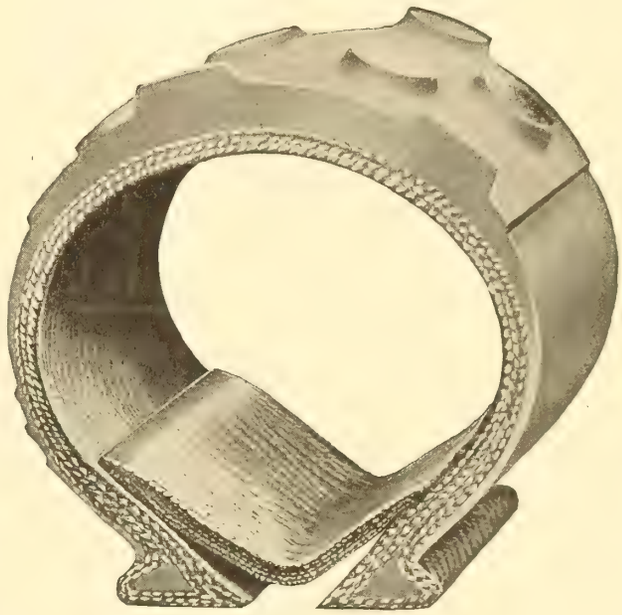
Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.

To Sell a Motorcyclist

Continental-Erie Motorcycle Tires

is to sell him the highest quality and insure him against unnecessary tire expense.

CONTINENTAL-ERIE TIRES are being used as regular equipment on Emblem, Excelsior, Harley-Davidson, Flying Merkel and Yale machines.



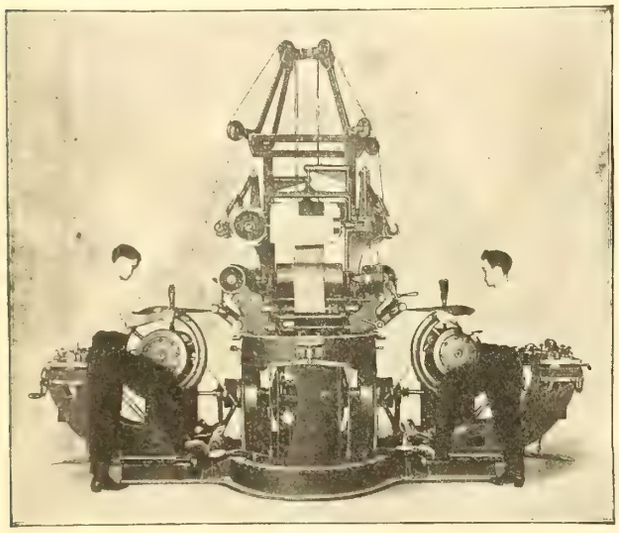
Dealers! Dealers!

if you have not included CONTINENTAL-ERIE Motorcycle Tires in your stock, you are depriving your customers of what they actually want.

Continental Rubber Works
ERIE, PA.

New York Branch — 35 Murray Street
Chicago Branch — 131 North Canal Street

A Motorcycle Tire Machine That Prevents Human Mistakes



THE GOODYEAR WAY

There are two kinds of motorcycle tires.

One is hand-stretched. That is, the plies of fabric, of which the tire is built up, are stretched, one at a time, by hand, over an iron core. Naturally some of those plies are drawn tighter than others. The tight ones take up most of the strain—soon break down under it. This is the common type tire.

The other kind—the Goodyear—is built up on a tire building machine. Every ply goes on at the same tension. Every ply bears an equal part of the strain. The strength is uniform—the tire **lasts.** This is the **Goodyear** type tire.

And this is the **tire** for which the 13 leading motorcycle manufacturers in America have made contracts for their 1912 output. The tire that holds all world's records—amateur and professional. The tire that you will come to eventually.

Extra Thick Treads for Endurance

Goodyear Motorcycle Tires are results of over 13 years successful auto tire building experience.

You get more **wear** out of them because they are built with extra thick treads. These treads have a toughness—a puncture resistance that is equalled by no other tire on the market.

To prove this, we test our tread and the tread of every other make tire on an endurance machine. If ours isn't toughest, doesn't outlast all others, it never reaches the market. So in our claim for the greatest endurance, we are merely stating a fact that any one can verify.

Our tires are also made larger than most others. Hence there is extra strength to take care of overloads, and extra cushioning effect to make the tires ride easier.

Without a penny of extra cost, they offer you the strength and endurance of best auto tires adapted to motorcycle needs by the world's greatest tire experts—the same motor tire builders who built such service into Goodyear No-Rim-Cut Auto Tires.

You ought to investigate these money and trouble-saving tires at once. They fit all standard rims. They satisfy with a service rendered by no other tire.

Write for our booklet on Motorcycle Tires.



GOODYEAR TIRE & RUBBER COMPANY, Moal St., Akron, Ohio

(525) *Branches and Agencies in 105 Principal Cities*

THE
BICYCLING WORLD and MOTOR CYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, January 27, 1912. No. 19

BRAKE MAKERS ENTER PLEA

Not Guilty of Violation of Sherman Law—Individuals Charged Claim Grand Jury Is Without Jurisdiction.

Buffalo, N. Y., Jan. 23.—Indicted January 8 by a Federal grand jury for alleged violation of the anti-trust law by controlling coaster brake prices, the six companies manufacturing coaster brakes under the New Departure patents, to-day pleaded not guilty before Judge Hazel in the United States Court in this city. The defendant companies charged in the indictment are the New Departure Mfg. Co., Bristol, Conn.; Corbin Screw Corporation, New Britain, Conn.; Aurora Automatic Machinery Company, Aurora, Ill.; Eclipse Machine Company, Elmira, N. Y.; Miami Cycle & Mfg. Co., Middletown, O.; Buffalo Metal Goods Company, Buffalo, N. Y.

The eighten individual members and representatives of the concerns, who are similarly charged, entered pleas in abatement, contending that the grand jury having begun its investigations last year was without jurisdiction after January 1, when certain new laws regarding procedure became effective. Attorneys for the individuals were given 20 days in which to file motions.

Baker's New Catalog Is Classy.

One of the most attractive cover designs ever "fitted" to a motorcycle accessory catalog, is worn by the 1912 sundry book issued by F. A. Baker & Co., 10 Warren street, New York. The scene is a pastoral one, showing three motorcycle parties at a T road junction, and features the solo, tandem and sidecar form of motorcycling. There are 64 pages of interesting reading every standard motorcycle accessory on the market, also several domestic and imported matter and illustrations covering practically offerings that are quite young in point of years. Baker also makes a specialty of complete power plants, listing Indian single and twin motors equipped with carbureter and magneto.

Pierce Cycle Co. Changes to Trusteeship.

At a meeting of the creditors of the Pierce Cycle Company, held in Buffalo, January 10, Lawrence P. Hancock was appointed trustee, and was directed to continue the business in the same manner and along the same lines as it has been conducted heretofore.

The only practical effect of making the change from a receivership to a trusteeship was to impose considerable extra work for making reports and adjusting the affairs of the company so as to close the receivership. This change and extra work has deferred the payment of current accounts, but Trustee Hancock purposes on February 1 to begin payment of these accounts.

Waverley Removes Plant to Jefferson, Wis.

With the completion of a new factory in Jefferson, Wis., affording greatly enlarged facilities for the production of Waverley motorcycles on a large scale, the Waverley Mfg. Co. has removed its plant from Milwaukee. A Chicago office will be maintained at 440 Marquette building, from which that territory will be looked after.

Reading-Standard Elects Executive Officers

At a meeting of the directors of the Reading-Standard Company, held January 19, at Reading, Pa., the following officers were elected for the ensuing year: President, Abner S. Deyshar; vice-president, Jacob B. Fricker; secretary, William F. Remppis; treasurer, John M. Hill, all of Reading.

Curtiss Will Make a Side Car.

Hammondsport, N. Y., Jan. 23.—The Curtiss Motor Company makes the announcement that it will immediately place on the market a flexible side car.

BRITISH EXPORTS AND IMPORTS

Fine Showing in the Bicycle and Motorcycle Trade For the Year Just Closed—Imports of Parts Increasing.

During the month of December, the United Kingdom exported 10,083 bicycles valued at $208,570 as against 8,914 valued at $187,620 in the same period in 1910, and 6,720 valued at $150,730 in 1909. Exports of cycle parts during December, show a steady decline in the three years, amounting to $526,630 in 1911; $582,090 in 1910, and $587,010 in 1909. The export of complete bicycles, however, handsomely surmounting this and raising the total accordingly.

These figures, aggregated with the values for eleven months of 1911, as published in these columns, December 30, give a total for the year just closed of 146,718 bicycles at $3,006,590; 1910, 129,106 bicycles at $2,712,555 and in 1909, 105,135 bicycles at $2,312,895. Parts exported in 1911 were valued at $7,114,405; in 1910, $7,073,880; 1909, $,876,455. Total value of exports of cycles and parts by years being: 1911, $10,120,995; 1910, $9,786,435; 1909, $8,189,350.

Imports of complete bicycles in the corresponding periods are decreasing, while the value of parts brought in is increasing yearly; although that of December, 1911, is considerably less than the same month of 1910, the increasing importation of parts is such as to cause a steady rise in the total values of imports. The figures are as follows: For the month of December, 1911, bicycles, 11, value, $355; parts, $77,605. December, 1910, bicycles, 15, value, $505; parts, $22,730. December, 1909, bicycles, 22, value, $675; parts, $60,510. Total value of yearly imports, bicycles and parts: 1911, $1,138,720; 1910, $1,047,735; 1909, $883,240.

The English motorcycle export business gives evidence of rapid growth, particularly

when comparing the figures of 1911 with those of 1910. During December 1911, 876 machines were sent out, valued at $172,620; parts, $59,910. In that month, 1910, 455, at $68,960; parts, $19,020 and in 1909, 317 at $57,120; parts, $27,690. Yearly business as follows: 1911, 7,357 machines valued at $1,394,650; parts, $399,585. 1910, 3,341 at $612,910; parts, $189,470. 1909, 1,844 at $345,-705; parts, $181,470.

The figures for the December motorcycle imports are: 1911, 77 at $10,665 parts, $18,-435. 1910, 47 at $7,705; parts, $15,740. 1909, 89 at $18,930; parts, $12,220. Yearly imports: 1911, 1,351, at $210,430; parts, $328,-555. 1910, 1,387 at $221,485 parts, $274,75;5. 1909, 1,442 at $205,180; parts, $147,080.

Straightening a Show Report Tangle.

Consequent to the abnormal pressure which exists on a trade publication during the show period, errors are liable to occur. To those familiar with Harley-Davidson construction, the designation of the lubricating system as of the gravity sight feed type, and the double pricing of the new chain twin at $285 and $275, respectively, according to the inclusion or omission of the free wheel, undoubtedly were interpreted as inadvertent errors, while to the layman they were a straightforward statement of information.

The fact remains, the Harley-Davidson chain twin will list at $285 only, including free wheel, and will not be marketed without this device. Further, be it known, that Harley-Davidson lubrication is of the semi-automatic vacuum feed system, the oil being drawn from the tank, chiefly by a partial vacuum created in the crank case, by each upstroke of the piston, and supplemented by gravity flow. This vacuum is maintained by a check valve, and is claimed to perform its function in all temperatures. A standpipe in the motor base takes care of any excess lubricant.

Indian Plucks Three More British Scalps.

In three recent and prominent motorcycle reliability contests, in Great Britain and Ireland, where this form of contest is in high favor, Indian motorcycles, distinguished themselves, in competition with the best English and Continental makes. On December 26, F. B. Roper, driving an Indian sidecar, with total passenger weight of 336 pounds, won first prize in the Sheffield & Hallamshire M. C., 170-mile reliability, maintaining a mimimum speed of 20 miles per hour. Under most severe weather conditions, C. B. Franklin, on an Indian, was the only one to earn a perfect score for hill climbing and reliability, in the Dublin (Ire.) and District M. C. trials on December 27. Elsewhere in Great Britain on these dates, Indians also gathered scalps. In the annual winter run of the Motor Cycling Club, from London to Exeter, and return, three Indians, two of them sidecars, won gold medals, arriving at all controls on schedule.

Oberwegner to Handle Excelsiors.

Toledo, O., Jan. 23.—Placing a large order as a starter, the Oberwegner Motor Company, of this city, has become distributor for Excelsior motorcycles for northwestern Ohio, southern Michigan and northeastern Indiana. During the week which closed last Saturday, the Oberwegner company had on display at its headquarters, 139 Michigan street, the entire exhibit of Excelsiors shown at the recent New York show. As the display was made during the time of the Toledo automobile show, it attracted many out of town visitors.

Rogers to Try Aeroplaning in So. America.

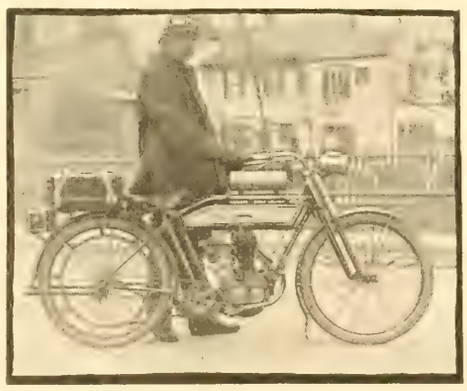
Baltimore, Jan. 23.—George W. Rogers, known to the local motorcycle racing fraternity as "Flying Fish" Rogers, who made quite a reputation at Prospect Park and other tracks during the past season, was in town for a few days bidding good-bye to his many friends, as he will shortly depart for South America, where he will give exhibitions in an aeroplane. He has abandoned motorcycle racing for flying, as he expects to become famous as an air pilot.

Pierce Motorcycles For Philippine Islands.

Last year the Pierce Cycle Company, of Buffalo, N. Y., sold 11 four-cylinder Pierce motorcycles to the Government of the Philippine Islands. As a result of the satisfactory work and service given by these machines, the Pierce company has placed its general agency for motorcycles and bicycles with Wisner & Company, Manila, and has received from them an order for 27 machines. They will push both the single and four-cylinder types of motorcycles.

Dunlop Canadian Employees Dance.

Toronto, Ont., Jan. 22.—The manufactory of the Dunlop Tire and Rubber Goods Company at Toronto, was the scene of a highly enjoyable musicale and ball on Friday evening, January 19, for which the employes of the company and many guests gathered. High class talent provided the musical numbers on the program, A. A. Briggs, the advertising manager, acting as chairman. It is the intention to make the event an annual affair.



WM. R. SPEAR, NEWARK, N. J.
Well known member of the Reading Standard Company's sales force.

Heil's Business Is Growing Fast.

Paterson, N. J., Jan. 24.—Norman E. Heil, proprietor of Heil's Motorcycle and Bicycle Store, Van Houten and Washington streets, this city, will handle a big line of machines the coming season, including the Merkel, Reading-Standard, Marvel and M-M. Harvey Snyder, who is well known as an endurance rider, and as a motorcycle salesman of much experience, has been engaged by Mr. Heil to assist in the selling end. The business which was established about a year ago has been a very prosperous one.

Goldsmith Increases His Yale Territory.

The Gotham Motor Co., New York City, which largely is composed of Louis Goldsmith, and holds the Yale motorcycle agency for New York City, has received a large slice of new territory for the coming season. The enlarged district comprises Westchester, Kings, Queens and New York counties, in which sub-agents will be appointed.

Kircherer Makes a Good N. S. U. Sale.

E. C. Kicherer, manager of the Sun Motor & Supply Co., New York City, showed the Bicycling World man, an order for two N. S. U. 7-horsepower DeLuxe twins, and two 4-horsepower coast-to-coast singles, from the Mt. Vernon (N. Y.) Police Department. The sale, which is a repeat order, represents a $1,300 transaction.

Tresemer Joins Indian Selling Force.

J. Otto Tresemer, Columbus, O., one of the best known motorcyclists in the Buckeye State, has caught the selling fever and entered the trade. He now is attached to the sales staff of the Barr Motorcycle Company, local representatives of the Indian. Tresemer predicts a stupendous increase in motorcycling in his territory this year.

Yale Motorcycles at the Toledo Show.

At the Toledo automobile show which closed last Saturday night, the Consolidated Mfg. Co., which manufactures the Yale motorcycle and bicycle in that city, made a splendid exhibition of its products. The stand was crowded with visitors at all times during the week's continuance of the show.

Mercier Now Becomes Store Manager.

Fernard Mercier, the New York racing man, who campaigned on an Indian last season, will ride an Excelsior at the meets this year. He also has abandoned his repair shop venture, to take the management of the Central Motorcycle Company, 1220 Bedford avenue, Brooklyn, N. Y., which has the Flanders and Excelsior representation.

Formerly located at 764 South C St., Tacoma, Wash., the Pierce Motorcycle Agency has removed to South Eighth St. and Pacific avenue.

Motorcycles at the Coming Brooklyn Show.

A. H. Patterson, of Brooklyn, N. Y., the leading motorcycle and bicycle dealer of that section, will as usual, be prominently represented at the automobile show in the Twenty-third Regiment Armory, during the week of February 24-March 2. He has secured a space 17 x 34 feet on the main floor, near the entrance, and will show Indian, Pierce and New Era motorcycles, and several types of sidecars and delivery vans. At present it looks as if Patterson would be the sole standard bearer of the motorcyclists in the show, the other dealers showing a disinclination to be "among those present." However, Patterson tried out the show venture last year, and the results were so gratifying, both from a sales and advertising standpoint that he is a strong advocate of them, as business accelerators.

Buffalo Cycle Trade Association Election.

Bicycle dealers in the Bison City are enthusiastic over trade prospects for the coming season, as there seems to be a pronounced renewal of interest in western New York in favor of the foot-propelled vehicle. At the annual meeting of the Buffalo Cycle Trade Association, the following officers were elected for the ensuing year: President, Edward Young; vice-president, A. H. Olief; secretary, H. Griegbraum; treasurer, F. D. Barton; directors, A. F. Schwegler, George Ferrand, A. J. Nabinger.

President Young is a veteran cyclist, having joined the Buffalo Ramblers Bicycle Club in 1889, and later became its president.

Trade Doings in the Extreme Northwest.

Tacoma, Wash., Jan. 20.—There are now a round dozen of Merkel motorcycles, all bright yellow in color, splashing about the streets and boulevards of Tacoma, in spite of the rainy weather. Ray Day, who is the Tacoma agent for the Merkel, is jubilant over the number of sales he has made since the close of the buying season, as all of the twelve cycles have gone from his agency within the past two months.

Frank P. Fentress, for years in the bicycle and motorcycle business in Tacoma, has been made direct factory agent in Tacoma and Pierce county for the Excelsior auto-cycle.

Another H-D Motor For Uncle Sam.

It is with considerable pardonable pride that the Harley-Davidson Motor Company, Milwaukee, reports an order from Uncle Sam for one of its machines equipped with "Ful-Floteing" seat and "Free Wheel" for use in the reclamation service at Boise, Idaho. It is stated that this order was secured in open competition, and was not closed on price concession basis. Harley-Davidson machines are not strangers to Uncle Sam's men, being used in the Philadelphia Navy yard, Geological Survey and Forestry service.



STORE OF THE INDIAN AGENT AT TAUNTON, MASS.
In the foreground is the proprietor, Oscar Beauvais, a member of the Taunton Motorcycle Club, and his two children out for a ride.

Flanders Mfg. Co. Officers Elected.

At the annual meeting of the Flanders Mfg. Co., of Pontiac, Mich., held January 15, these directors were elected: Walter E. Flanders, Dr. J. B. Book, William T. Barbour, Scott Brown, of South Bend, secretary of the Studebaker corporation; Newton Gunn, of New York, general manager of the Studebaker corporation; Don C. McCord and W. Kopmaier, Milwaukee. The directors elected Walter E. Flanders, president; Don C. McCord, vice-president, and H. L. Stanton, secretary-treasurer.

Knight Succeeds Handin With Thor.

E. J. Knight has been appointed acting sales manager of the Aurora Automatic Machinery Co., of Chicago, makers of Thor motorcycles, to succeed J. A. Handin.

Trade Brevities from the Ohio Capital.

Columbus, O., Jan. 23.—P. I. Haynes & Co., agents for the Harley-Davidson, have moved from their former location at 51 East Gay street, to more spacious quarters at 45 North Third street.

The Franklin Cycle & Supply Co., agents for the Excelsior, Thor, and Reading-Standard, announce that 203 machines were sold by them last year.

M-M Reduces "Twin" to $225.

By lopping $50 off the list price of the M-M 8-horsepower twin, the American Motor Company, Brockton, Mass., has brought its big "double" in the $225 class, making it one of the lowest priced twins on the market. It will come equipped with a clutch at $240.



PROVIDENCE, R. I., DISTRIBUTING DEPOT FOR EXCELSIORS
From left to right, the motorcyclists are: James Shippee, Harold Winslow, H. N. Davis, Sec'y New Jersey M. C.; Wilbur Johnston, Adolph Tornquist, Hirah G. Baxter, Proprietor; Dr. C. M. Greene


STEEP HILL
BETTER WALK
IF NOT EQUIPPED
WITH A
CORBIN
BRAKE
CORBIN
NEW BRITAIN
CONN., U.S.A.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW
FOUNDED 1877

PUBLISHED EVERY SATURDAY BY
BICYCLING WORLD COMPANY
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A. EUGENE BOLLES...Vice-Pres. and Gen. Mgr.
F. V. CLARK.....Secretary-Treasurer

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 27, 1912.

Trade Should Watch New Legislation.

No better illustration of the need of motorcycle dealers watching legislation, and forming trade associations to safeguard their interests when legislators feel impelled to prescribe for the motorcycle business, well could be asked for than the predicament in which New Hampshire dealers now find themselves as a result of their carelessness or ignorance as to what was going on when their legislature was wrestling with the new automobile law, which went into effect January 1. Of course it includes motorcycles in its provisions; rather, it enmeshes them in far-reaching tentacles from which there is no escape.

By far the most unfair provision of the law as applied to motorcycles, is in requiring dealers in motorcycles to pay the same registration fee, $40, as automobile dealers. Its injustice needs no magnifying glass to discern, for not even its fathers righteously can contend that the dealer dispensing an article selling at a few hundred dollars, with a limited trade and close commission, should pay the same fee as the agent whose lines involve the exchange of thousands of dollars with commissions in proportion and a large clientele.

If the dealers in other States where legislation affecting motorcycles is pending, and this is the open season for motor vehicle mulcting, would not awake some fine morning and find themselves similarly squeezed, it behooves them to camp on the legislative trail themselves, or put an attorney there, to see that they are not "milked" when a statute is enacted. Legislators have a peculiar liking for devising revenue bring regulations for automobiles, the very name of which savors of wealth, or that is the popular impression nowadays, anyway, and as a motorcycle also burns gasoline, it naturally is corraled too, as a likely money getter for the State.

However, when the average legislator who sits in the halls of state these days, begins to enact laws for the regulation of motorcycles, he is floundering about in the sea of total ignorance of the subject. He knows nothing about the business, its margins of profit, the financial status of the dealers or of any of the statistics which should be at his finger tips to enable him to intelligently and justly deal with the subject in hand. If the dealers do not want to suffer for the ignorance of the lawmakers, they must make up their minds to enlighten the solons on the subject of motorcycles.

For the trade to best combat impending adverse statutes seems to be through the organization of local trade associations, with specially deputed committees to follow up legislative matters, who will cooperate with each other in the development of cohesive plans for opposing contemplated legislation of a class or unfair nature. Not only should the dealer be alive to his own interests when motorcycles hold the attention of lawmakers, but he should also consider legislation from the rider's standpoint, for if the use of motorcycles is made onerous or annoying by strict regulations, the dealer will be hit through the falling off in sales.

Ill Advised Use of the Motorcycle.

An illustration of a motorcycle racer in action, occupied a prominent place in a quarter-page advertisement of a widely exploited beverage in a Sunday paper recently. It is nothing to the credit of the motorcycle to be used in exploiting liquor, for the rider who is under its influence to the slightest degree, while operating his machine is a serious menace to himself and to other users of the roads. It is to be hoped that the publicity promoter for this particular beverage will find some other subject with which to illustrate his copy, for while he did not say so directly, it didn't require a great deal of imagination to conjure up a phrase something like this: "Tank up on —— if you want to win." Such advice, either given or implied, is dangerous, and while in justice to the advertisement it counseled against the immodarate use of liquor its effect is likely to be more harmful than helpful to the motorcycle cause.

Just a Trifling Winter Suggestion.

During the dull winter months many motorcycle dealers and repairmen have plenty of spare time and often are put to it to find something to do. A very profitable way to use up spare time in the off season is to make up special wrenches and tools for assembling and dissembling machines. When the rush comes in the spring these special tools will save a great deal of valuable time and return their cost many times over. In fact the cost is limited to that of the raw material, which in itself is a trifle, as plenty of suitable stock for the purpose always is to be found idle in a shop of any pretensions. The tip is equally applicable to bicycle dealers and merchants in other lines who sell and repair bicycles, although the latter may have other employment for their workmen in the winter season, time thus spent will prove remunerative when the rush begins.

Why Use of Vanadium Increases.

Carbon will increase the strength of iron and steel, but it also is certain to make the metal more brittle. This, of course, renders the introduction of carbon unsatisfactory and undesirable. Consequently, vanadium is gaining in popularity, especially in motor vehicle construction, where the continuous vibration to which the machines are subjected, crystallizes the ordinary steels in a short time, causing frequent breakages. The largest deposit of vanadium ever discovered was in the Peruvian Andes in South America, but since the great value of the metal became known, constant search for new deposits is being prosecuted in mineral regions throughout the world.

NEW ROUTES IN THE SOUTH

Latest Map of Main Traveled Road Makes Trip to New Orleans Possible—Highways Being Rapidly Improved.

Intimately connected with movement southward of tourists during the winter season is the publication of late and accurate maps containing a correct layout of the main traveled highways. To the motorcycling tourist or the long distance traveling cyclist, this class of information appeals as strongly as to the automobilist and all are benefited.

Through the courtesy of the Touring Bureau of the American Automobile Association this week's issue of the Bicycling World and Motorcycle Review is enabled to present to its readers the accompanying high class map presented by Manager Robert Bruce for the guidance of tourists southward. This map contains in addition to the better known roads to the southland leading mainly to Florida, the new route, recently chartered by a personal representative of the A. A. A. Touring Bureau, from Atlanta to New Orleans. Larger reproductions of this map, which also includes the northern and eastern States, is furnished by the Touring Bureau, 437 Fifth avenue, New York, for 25 cents.

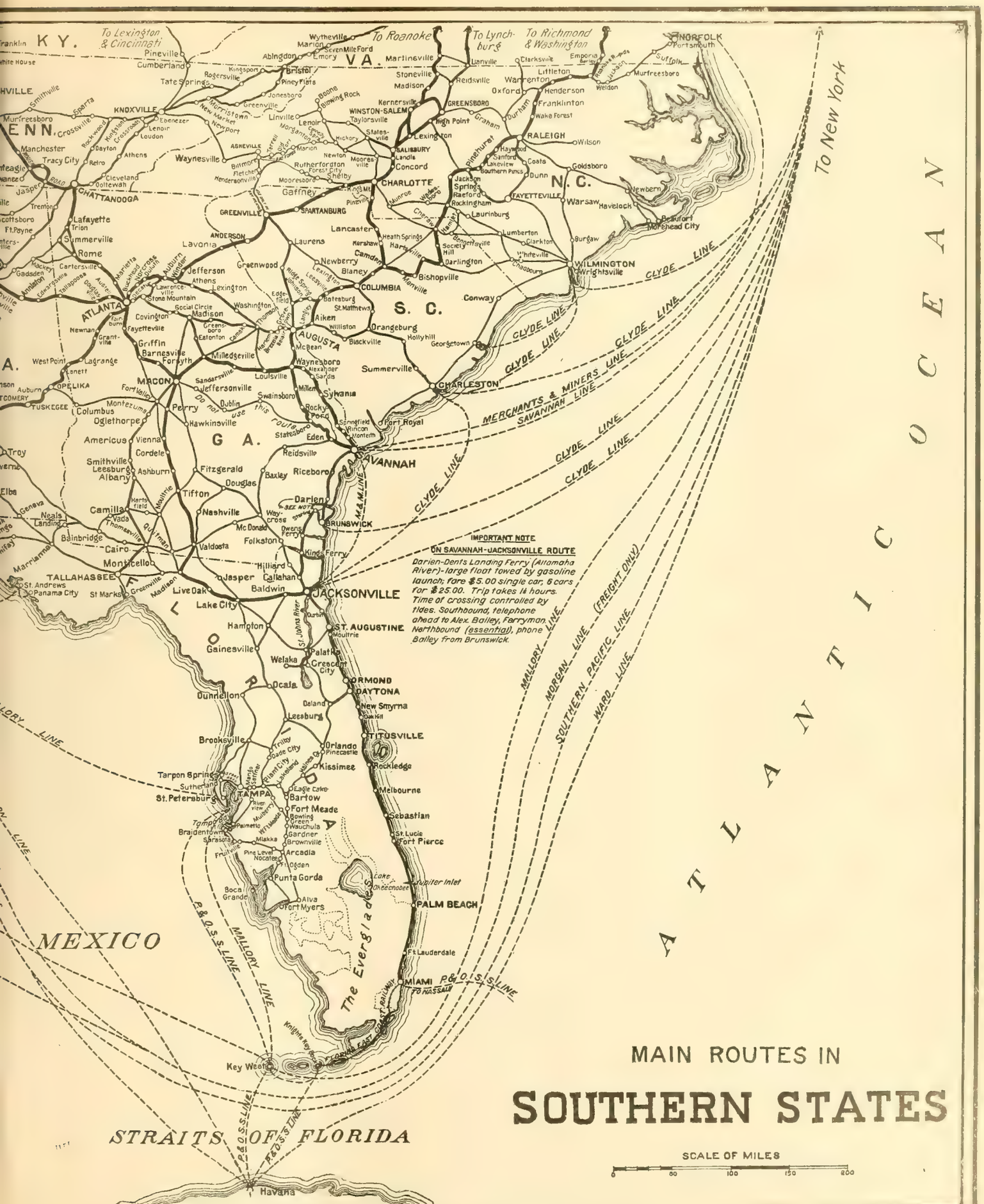
It is now possible to make a satisfactory trip awheel to any of the great southern centers. Vast improvements have taken place in road conditions within the past two years and the next year promise to be strongly productive of good highways, especially in the States of Georgia and Florida. However, the movement for highway improvement is general throughout the South, and the time is not far distant when the main roads will compare favorably with the fine highways of the New England States.

Good Roads Coming For Canadians.

The legislature of the Province of Quebec, Canada, has come to a decision to make a radical move towards the betterment of roads under its jurisdiction. The huge sum of $10,000,000 has been appropriated for the purpose and the work contemplated is the creation of a network of macadamized highways aggregating 3,300 miles in length. The project includes the laying of four thoroughfares between the cities of Montreal and Quebec, two on each side of the picturesque St. Lawrence river, and a highway from the City of Quebec to the United States boundary line by way of Sherbrooke. Roads from Quebec to Gaspe and Tadousac, and from Montreal to Ottawa, Ontario, are also contemplated.

This announcement has been received with considerable enthusiasm by the autoists and motorcyclists of the Province, as the nature of Quebec's roads has always been a great hindrance to traffic.




To Lexington & Cincinnati
To Roanoke
To Lynch-burg
To Richmond & Washington
To New York
KY.
VA.
N. C.
S. C.
G A.
F L O R I D A
ATLANTIC OCEAN
MEXICO
STRAITS OF FLORIDA
The Everglades
Wytheville
Marion
Seven Mile Ford
Emory
Pineville
Cumberland
Kingsport
Bristol
Tate Springs
Rogersville
Jonesboro
Greeneville
Martinsville
Stoneville
Madison
Reidsville
Danville
Clarksville
Oxford
Warrenton
Littleton
Henderson
Franklinton
Wake Forest
RALEIGH
Wilson
Goldsboro
Newbern
Havelock
Beaufort
Morehead City
NORFOLK
Portsmouth
Suffolk
Murfreesboro
Weldon
Emporia
Petersburg
Richmond
Hudson
Abingdon
Boone
Blowing Rock
Kernersville
WINSTON-SALEM
GREENSBORO
High Point
Graham
Durham
Pinehurst
Haywood
Sanford
Lakeview
Coats
Southern Pines
Dunn
Jackson Springs
Raeford
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Warsaw
Laurinburg
Lumberton
Clarkton
Burgaw
Whiteville
Chadbourn
WILMINGTON
Wrightsville
Knoxville
Morristown
New Market
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Asheville
Marion
Newton
Hickory
Mooresville
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Bennettsville
Society Hill
Darlington
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Kingstree
Georgetown
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Summerville
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Tryon
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Tryon
Lafayette
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Heath Springs
Lancaster
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Athens
Lexington
Blaney
COLUMBIA
Bishopville
Lynchburg
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Aiken
Williston
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Blackville
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McBean
Edgefield
Johnston
Ridge Spring
Leesville
Lawrenceville
Stone Mountain
ATLANTA
Social Circle
Madison
Covington
Newnan
Fairburn
Fayetteville
Greensboro
Eatonton
Grantville
Griffin
Barnesville
Forsyth
Milledgeville
Waynesboro
Alexander
Sardis
Louisville
Sandersville
Jeffersonville
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Smithville
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Vienna
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Hawkinsville
Oglethorpe
Montezuma
Columbus
TUSKEGEE
OPELIKA
Auburn
MACON
Fort Valley
West Point
Lagrange
Lanett
Troy
Elba
Geneva
Neals Landing
Bainbridge
Cairo
Camilla
Vada
Thomasville
Moultrie
Tifton
Nashville
Darien
Way-cross
Mc Donald
Owens Ferry
BRUNSWICK
Folkston
Kings Ferry
Valdosta
Quitman
Marianna
Monticello
TALLAHASSEE
St. Andrews
Panama City
St Marks
Greenville
Madison
Live Oak
Jasper
Callahan
Baldwin
JACKSONVILLE
Lake City
Hilliard
Hampton
Gainesville
St. Johns River
Dupont
ST. AUGUSTINE
Moultrie
Palatka
Welaka
Green Cove Springs
Ocala
Dunnellon
ORMOND
DAYTONA
Deland
New Smyrna
Oak Hill
Leesburg
TITUSVILLE
Brooksville
Tarpon Springs
Sutherland
St. Petersburg
TAMPA
Tampa Bay
Palmetto
Braidentown
Sarasota
Tribly
Dade City
Orlando
Pinecastle
Kissimee
Rockledge
Melbourne
Sebastian
St. Lucie
Fort Pierce
Plant City
Lakeland
Mulberry
Eagle Lake
Bartow
Fort Meade
Bowling Green
Wauchula
Gardner
Brownville
Arcadia
Nocatee
Ogden
Punta Gorda
Boca Grande
Alva
Fort Myers
Lake Okeechobee
Jupiter Inlet
PALM BEACH
Ft. Lauderdale
MIAMI
TO NASSAU
Key West
Havana
Knights Key
Florida East Coast Railway
CLYDE LINE
MERCHANTS & MINERS LINE
SAVANNAH LINE
MALLORY LINE
MORGAN LINE (FREIGHT ONLY)
SOUTHERN PACIFIC LINE
WARD LINE
P & O S S LINE
Do not use this route
IMPORTANT NOTE
ON SAVANNAH-JACKSONVILLE ROUTE
Darien-Dents Landing Ferry (Altamaha River)-large float towed by gasoline launch; fare $5.00 single car, 6 cars for $25.00. Trip takes 1½ hours. Time of crossing controlled by tides. Southbound, telephone ahead to Alex. Bailey, Ferryman. Northbound (essential), phone Bailey from Brunswick.
MAIN ROUTES IN
SOUTHERN STATES
SCALE OF MILES
0 50 100 150 200

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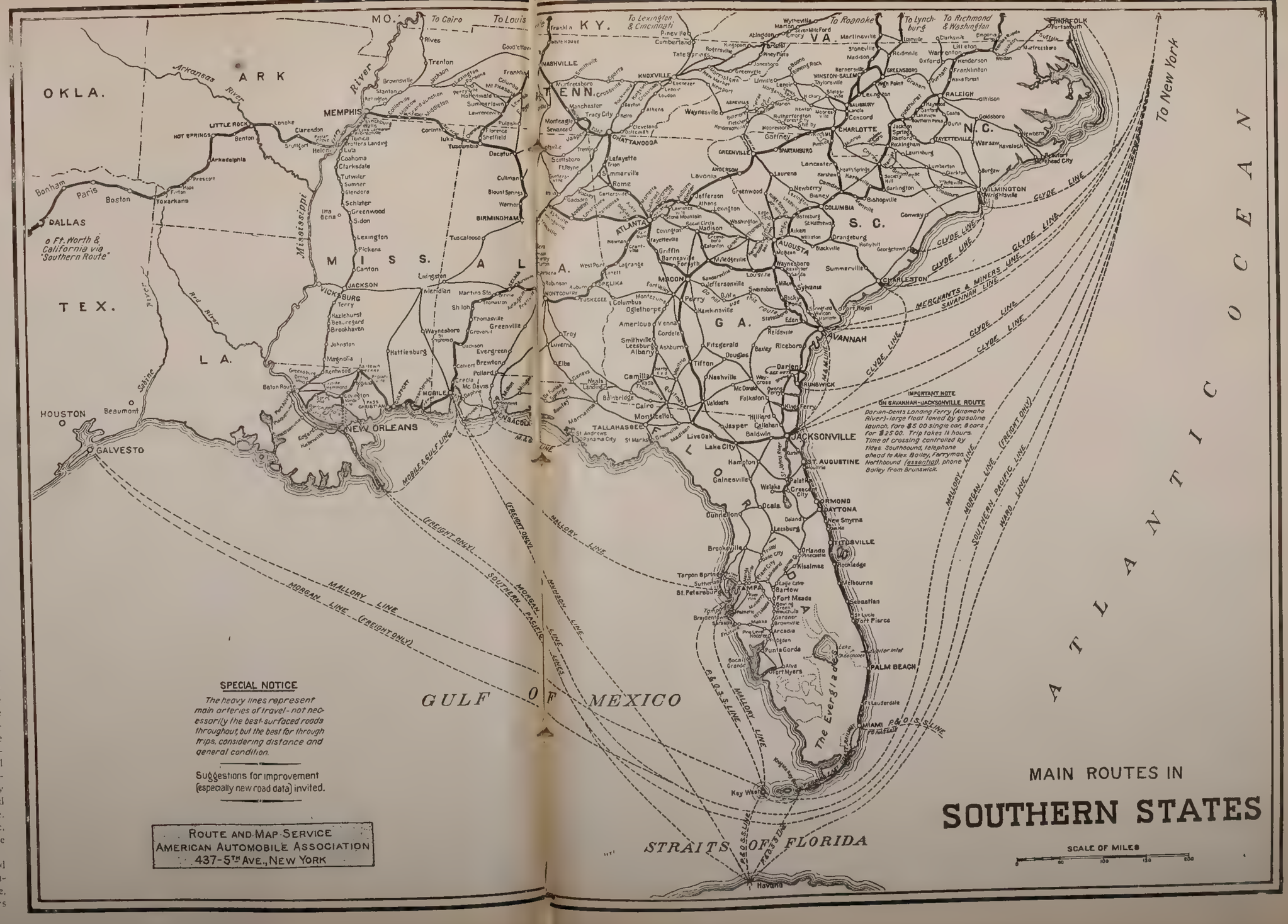
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February 1, Dayton, Ohio—Annual dinner of the Dayton Motorcycle Club.

February 1, Buffalo, N. Y.—Sixty-fifth Infantry A. A., Arsenal, bicycle races and athletic games.

February 3, New York City—Company "K," 22d Regiment and Morningside Athletic Club, bicycle races and athletic games.

February 3-10, Chicago(Ill.—Eleventh annual motorcycle and automobile show in Coliseum and First Regiment Armory, under auspices of National Association of Automobile Manufacturers.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

February 14-16, Colorado Springs, Colo.—Automobile and motorcycle show in Temple theatre.

February 24, New York City—Century Road Club Association annual dinner at the Broadway Central Hotel, Broadway and Third street.

February 24-March 2, Brooklyn, N. Y.—Annual automobile and motorcycle show in Twenty-third Regiment Armory.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 21-28, Toronto, Ont.—Motorcycle show in Toronto Armory.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open. Rain date, May 12.

April 21, New York City—New England Wheelmen 10 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

June 16, New York City—Century Road Club of America, New York State Division, 50 miles handicap road race, Floral Park, L. I.

July 7, Stockholm, Sweden—Olympic games under the auspices of the Swedish Olympic Comittee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City, United States. Entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I

Cash Balance from the Buffalo Meet.

President W. G. Schack, of the Buffalo (N. Y.) Motorcycle Club states that in accordance with his announcement at the Atlantic City meeting of the motorcycle manufacturers last August, the surplus remaining from the fund raised by the Buffalo Club to conduct the last F. A. M. meet, will be turned over to Treasurer Weschler, at the next meeting of the Motorcycle Manufacturers' Association, during the Chicago automobile and motorcycle show. When the announcement of the disposition of this surplus was made, W. F. Hapgood, of the Hendee Mfg. Co., offered a motion, which was carried, that the manufacturers donate their individual shares of the fund to the Legal Action Committee of the Federation of American Motorcyclists.

Coralled Motorcycle Cop With the Rest.

Tampa, Fla., Jan. 20.—It was a burlesque of that canine tragedy entitled "Dog Eat Dog," that was enacted here yesterday when Patrolman Russ gathered in a flock of bicyclists and motorcyclists, among whom was Motorcycle Officer John Marsicano, for riding on the sidewalk in leaving the Tampa Bay athletic grounds. Marsicano failed to respond when his name was called in court, having overslept. The judge ordered a bond of $6 collected from him and estreated. Marsicano appeared after court had adjourned, and after a reprimand, was discharged under suspended sentence as were the other offenders. Marsicano has considerable reputation, locally, as a racer, but this latest experience no doubt will curb free exhibitions of his skill.

MOTORCYCLE TRACK FOR NEWARK

New Jersey Motorcycle Club Accepts Kreamer's Proposition for High Banked Four Lap Saucer.

At a meeting of the New Jersey Motorcycle Club, held at Newark, January 23, it was voted to accept the proposition submitted by George I. Kreamer for the construction of a track for motorcycle racing in that city, to be run under the auspices of the club. Kreamer and George Hamilton, of Ridgewood, a member of the club, were rival bidders, and their propositions were practically the same, but when it came to a vote the members favored Kraemer because of his reputed experience in track building and by a ballot of 14 to 6 accepted his offer.

Kreamer, who has been negotiating with the club for several weeks, last night presented a detailed proposition of what he would do.

Kreamer figures that $15,000 will be necessary to build the track, secure riders and meet other expenses incident to holding races. Of this amount, he says, $6,500 will be the cost of the lumber. The affair is to be a four lap saucer, perfectly round, built on an angle of 56 degrees and banked 16 feet high. This, it is figured, will permit a speed of 100 miles an hour. There are also to be a grandstand and six tiers of bleacher seats.

With the club's approval, Kreamer will now proceed to organize a stock company to finance the proposition. He proposes to issue $15,000 shares of stock at $1 per share. The New Jersey Club will receive 1,000 shares of the stock gratis as a bonus for its moral support. It is said strong financial support is forthcoming, and that the track will be ready for racing in May, on a site to be immediately determined upon.

An Autoist Who Rides the Motorcycle.

Rarely does the sun set nowadays without the discovery of a new field of usefulness for the motorcycle. One of the latest uses to which it is being put, for which it is particularly adapted, and successfully competes with its bigger brother, the motor car, was revealed by an automobilist, who dropped in at the Indian wigwam at the recent Madison Square Garden show in New York City. Although the owner of six automobiles, he stated that he constantly kept two Indian machines in service on his country place, near the metropolis. One of the machines he reserves for his personal use, in making informal calls on his neighbors, traveling to the golf links, and taking pleasure spins, when he desires a change from car riding. The other machine is used for messenger service on his estate, and both have proven so utilitarian and convenient as to have established themselves firmly for the service in which they are employed.

Latest F.A.M and Club News.

EASTERN TOUR DIPLOMAS AWARDED

Thirty-Three Tourists Receive Engraved Certificates from Secretary Gibson—Westerners to be Honored.

Upon receipt this week from Tourmaster B. A. Swenson, of Providence, R. I., of the names of the 33 participants in the F. A. M. Eastern District motorcycle tour from New York to Buffalo, last July, who completed the contest under the conditions entitling them to an award, Secretary Gibson has forwarded to each man an engraved certificate, a duplicate of which is illustrated on this page. This certificate constitutes the formal recognition by the F. A. M. of the performances of those riders who made the tour under the rules prescribed, and undoubtedly will be highly appreciated by those who receive them, the more so in later years, as they serve to recall one of the most enjoyable occasions in the history of their motorcycling days. Similar "diplomas" are awaiting those members of the Western touring party who qualified, when their names are received from Tourmaster Whitney. The honor men of the Eastern tour are the following:

Merle B. Mann, Hartford, Conn.
B. A. Swenson, Providence, R. I.
A. P. Howe, Boston, Mass.
Eugene Miller, New York City.
J. P. Seery, Camden, N. J.
F. L. Kidder, Worcester, Mass.
John Kay, Providence, R. I.
H. N. Davis, Newark, N. J.
G. H. Hinman, New Haven, Conn.
William Wood, New York City.
Robert Buttlar, Jr., New York City.
Peter A. Cox, New Haven, Conn.
Philip Kennard, Tampa, Fla.
D. P. Leahy, Hartford, Conn.
P. W. Stevens, Newark, N. J.
P. H. Sheridan, Cleveland, O.
George Riechey, Newark, N. J.
Clifford Frazier, Pawtucket, R. I.
H. M. Howard, Westminster, Mass.
Adolf Tornquist, Providence, R. I.
Albert Burrill, Utica, N. Y.
Charles Dahlenburg, Miami, Fla.
John W. Brewer, New York City.
H. J. Krackowizer, New York City.
Russell Coes, Worcester, Mass.
H. G. Truppner, Newark, N. J.
Fred Voelker, New York City.
John W. Howell, Camden, N. J.
H. F. McPayne, Pittsburgh, Pa.
M. E. Gale, Angola, N. Y.
J. B. Simmons, Wilmington, Del.
E. L. Buffington, Providence, R. I.
H. F. Smith, Medford, Mass.

Winnipeg Votes to Affiliate.

Winnipeg, Man., Jan. 20.—The Winnipeg Motorcycle Club decided, at its annual meeting, held the first week of the new year, to take up full membership with the Federation of American Motorcyclists, thus forming another link in the chain of F. A. M. clubs stretched across the Dominion. Expectations are that by the spring the following clubs will have become connected with the great association: Toronto, Hamilton and London, in Ontario; Winnipeg, Manitoba, and Vancouver, British Columbia.

The report of Secretary J. M. Moorhouse showed that the membership had reached a total of 80, and the prophecy was made that 150 names would be on the roll by June 1 next.

"BY THIS SIGN YE SHALL KNOW"

During the Past Year 141 Clubs Joined the F. A. M.—New Publicity Plan For Registered Repair Shops.

Bangor, Me., Jan. 20.—Despite the fact that Jack Frost reigns supreme in most parts of this big country just now, he has been unable to freeze out enthusiasm in the F. A. M. Affiliations continue to flow in, and there now are 216 clubs affiliated in a common cause. The latest members of the fast growing family are as follows: No. 215, West Side Motorcycle Club, Maricopa, Cal., 13 members; No. 216, Grand Rapids (Mich.) Motorcycle Club, 17 members. During the calendar year which ended December 31, 141 clubs affiliated, an average of nearly 12 per month. From the present outlook, this record will be licked to a frazzle this year.

So many of the newly registered repair shops are interested in the organization of local clubs, that the Chairman, hereafter



CERTIFICATE AWARDED TO F. A. M. EASTERN DISTRICT TOURISTS

The Free-Wheel Control—the Sm



HARLEY-DAVIDSON MOTOR COMPA

othest Operating Clutch in the World

COMMON SENSE is enough to convince anyone open to conviction that the rear wheel is the only logical place for a clutch on a motorcycle. It's the only place where there is room to make the various parts large enough to do the work required.

It requires no mechanic to see that the dry plate clutch of the Harley-Davidson cannot throw oil or grease on to the machine or rider because no oil or grease is used.

The Free Wheel Control on the new Harley-Davidson is in such great demand by riders who want "something better" than the ordinary "free engine clutch" that we have been obliged to secure a separate building for the use of the clutch department exclusively. We are now operating the largest stamping presses in the motorcycle business—two of them—with 400,000 pounds capacity, and we have to work them to the limit to make enough Free Wheel Controls to take care of our orders.

You know yourself that nothing is so convincing as a trial. All our dealers have their demonstrators now. Take a ride on a 1912 Harley-Davidson yourself.

The Harley-Davidson Free Wheel Control is not a makeshift attachment or an after-thought added on "to meet competition." It is built **for service** and should last as long as the machine itself, with the possible exception of the replacement of the friction disk facing once in two or three years. This facing is an asbestos composition that cannot possibly burn, char or go to pieces from heavy overloading or abuse, and is subject only to natural wear.

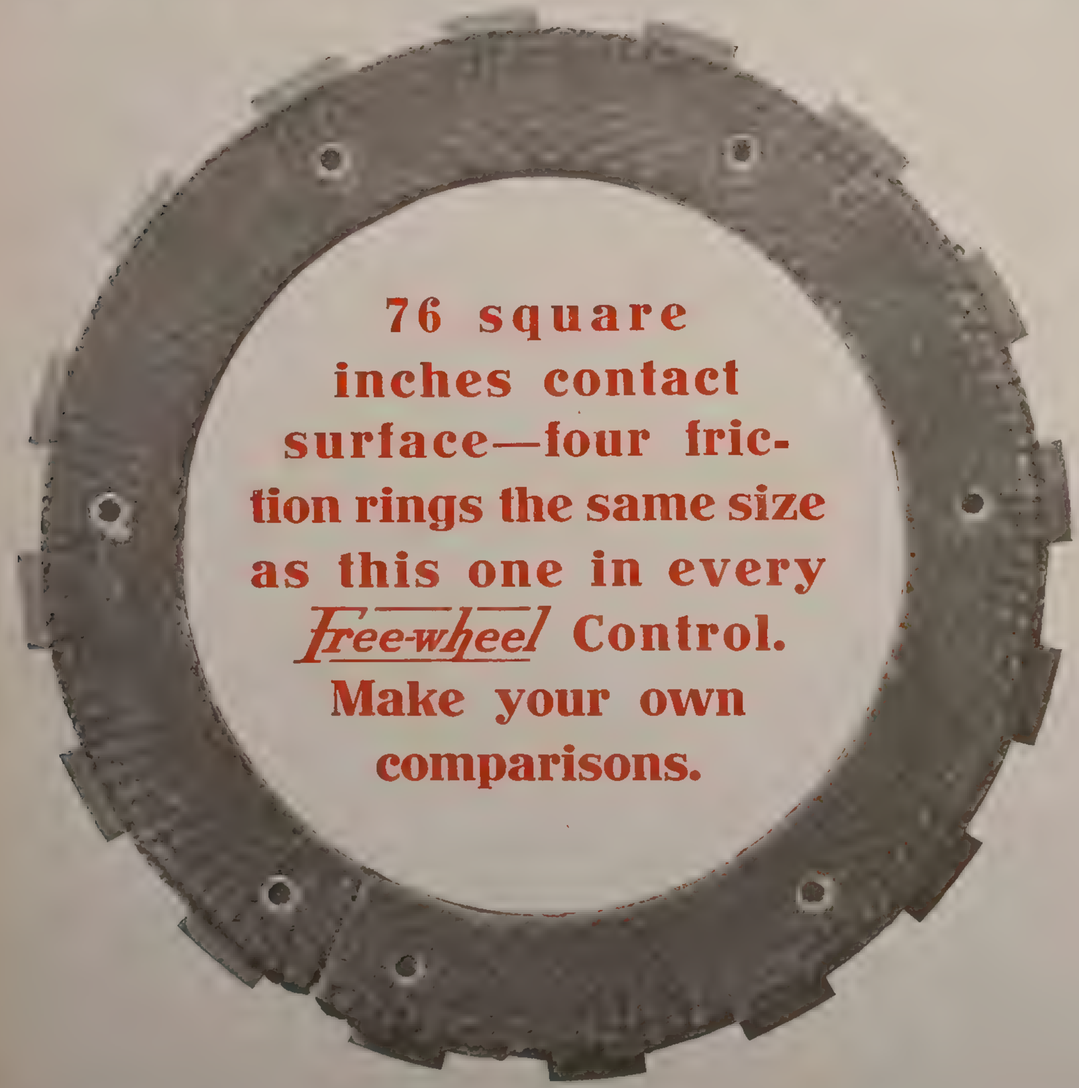
The two ball bearings have 3 inch races. The ball thrust bearing has 2¾ inch races. The very size of these parts guarantees a life-time of wear if given as much care as any ordinary hub receives.

The friction faces and the ball bearings are the only parts in the Free Wheel Control **which could possibly wear out** or cause trouble, and they have been made so unusually large that their life will be nothing short of phenomenal, when compared with other prevailing types of under-sized attachments which have been offered to the public for the past year or so.

Even such little details as the rivets used to fasten the facing material to the clutch plates have received proper attention. Even these rivets are made in our own plant. They are not common clinch rivets. They are **swaged bronze**, large, hollow and indestructible, and **will not tear out** or cause trouble like the kind used in the ordinary clutches do.

Y, - - - - - Milwaukee, Wisconsin

The Free-Wheel Control—the Smoothest Operating Clutch in the World



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HARLEY-DAVIDSON MOTOR COMPANY, - - - - - Milwaukee, Wisconsin

will consider them as good "club prospects," and supply them accordingly with affiliation papers, by-laws and other club propaganda. This literature, supplemented with that sent out by National Secretary Gibson, will assist repair shops materially in the work of club organization.

Otto F. Schacht, Waseca, Minn., writes that the F. A. M. is a rather scarce commodity in that section, but he believes that a strong demand for it can be created. Accordingly he cheerfully has volunteered to play the role of missionary and preach the F. A. M. gospel.

Although burning the midnight oil in large quantities these times, the Chairman finds his correspondence quite overwhelming. Therefore he begs the temporary indulgence of his many friends who may feel that their communications are being neglected.

Watch That Repair Shop List Grow.

Like the New York sky towers which appear to grow in a night, the family of F. A. M. registered repair shops is multiplying rapidly. Latest additions are as follows: F. P. Fentress, 47 Commerce street, Tacoma, Wash.; Greenough & Greenough, 24 King street, Charleston, S. C.; A. J. Gladwell, 207 S. Main street, Lima, O.; Motorcycle & Supply Co., 42 Walton street, Atlanta, Ga.; Charles S. Cobb, South street, Plainville, Mass.; Kenton Motorcycle Co., 122 S. Detroit street, Kenton, O.; The Petmecky Co., 505 Commerce street, Austin, Tex.; P. J. Arbuckle, 813 Ninth street, Greeley, Colo.; American Motor Co., 2724 Michigan avenue, Chicago, Ill.; Consolidated Mfg. Co., 145 Michigan avenue, Toledo, O.; D. & M. Hardware Co., Hortonville, Wis.; A. L. Johnson, 311 N. Fourth street, Rockford, Ill.; R. L. Davis, 911 W. Broadway, Louisville, Ky.; B. L. Howell, 27 North street, Danville, Ill.

To encourage proprietors of F. A. M. registered repair shops to advertise their establishments more widely than is the present custom, and secure the full measure of prestige and trade which naturally accrues with such appointment, the Chairman has had prepared a neat design of electrotype, illustrated herewith, which he will furnish to F. A. M. shops on application, for use on stationery, cards and other business literature.

Since first announced the demand for the cuts has been so heavy, as to indicate that many dealers are alive to the opportunity presented to strengthen their business, and propose to take advantage of it. In response to requests for larger size cuts for use in catalogs and newspapers, the Chairman now is having a consignment of these prepared.

In announcing this new departure into the field of advertising, the chairman discharged at dealers the following publicity gun:

To Repairers:

How do you like this little sign of the "Registered F. A. M. Shop?"

Don't you think this little endorsement of your shop is worth sprading around among your regular and possible customers? You might get a few more if you go after them right. You might declaim a few of the old ones who have a "Grouch," if you live up to your new year's resolutions, and you may hold all of these against your competitor if you apply tact to a good policy and well-known business principles.

There is nothing in sight at present which can beat advertising as a business getter, while it is each man's problem to get and hold his business prospects. Make your policy an aggressive and liberal one so that at the end of the year you may retain all of your original customers and may have acquired much of the new business.

Why not get up some business-getting cards or circulars, embellishing same with this ornamental cut and make a business of placing these within a wide radius.

Attract attention to your advertisements in the local papers by using this little sign:



F. A. M. REPAIR SHOP SIGN

Do the same thing for your business through using it on your stationery, bill heads and business cards, and see to it that these latter are delivered to every customer.

Make your customers feel easy and at home and plan for their comfort and entertainment while waiting; furnish them with copies of the latest motorcycle journals, etc. This is educational and good business.

We want to make your place a popular recruiting station for the F. A. M. and are doing all we can to attain this end.

The chairman solicits your co-operation and active participation in local advertising and actual hard work along the lines of popularizing the sport and pastime of motorcycling and in building up the membership of the F. A. M.

The chairman will be glad to receive requests for the "Repairman's Special Electro" from all who will use it. Not furnished to other than F. A. M. shops.

Annual Meeting of the Chattanoogans.

Chattanooga, Tenn., Jan. 23.—Officers were elected at the January meeting of the Chattanooga Motorcycle Club as follows: President, O. G. VonLong; vice-president, Wells Boyd; secretary, Jesse J. Lesh; road captain, Ed Marler. After the meeting a "Dutch lunch" was served and was followed by a smoker. Informal talks were indulged in and there was music a plenty.

Tacoma Club to Affiliate with F. A. M.

Tacoma, Wash., Jan. 20.—After having fallen several points below par on the "live motorcycle club exchange," the Tacoma Motorcycle Club, took an upward trend at its first meeting of the year, and seems due for a long rise. That it has not dropped entirely off the quotation board is due to the activity of about a score of its members and they were on hand in force at the meeting to try and start a big bull movement. The rising market began shortly after F. A. M. State Commissioner J. F. Gorman, had spoken in behalf of the national organization, and succeeded in persuading all of the 21 present to fill out membership applications. Then the club enthusiasm went up in jumps, and a set of real officers were nominated as follows: President, Clint Hall; vice-presidents, Dr. Button, L. Freeman, L. Huggins, A. A. Richardson; secretary-treasurer, A. F. Hoska, Jr.; captains, Ray Packard, R. Hachaway, A. R. Wisner; lieutenants, Fred Folkes, B. Oxley, L. Freeman, A. A. Richardson, R. Sands; trustees, M. Martin, J. C. Lilienthal. The election wil loccur February 12. Immediately following the nomination of Hoska for the secretary-treasurership, a motion was made and carried, that nominations for this office be closed, action which constituted a delicate compliment to the nominee's past work.

Ladies Entertained by Los Angelans.

Los Angeles, Cal., Jan. 20.—At the monthly reception tendered to ladies by the Los Angeles Motorcycle Club, last evening, the new entertainment committee, appointed January 1, consisting of Messrs. Burford, Nale and Brown, showed a keen appreciation of the importance of their duties by having the clubhouse prettily decorated with Japanese lanterns and palms, introducing a string orchestra to the house, and serving a "bang-up" lunch. The large crowd present thoroughly enjoyed the novelty.

The club is about to rearrange the entire house, and purchase new furniture, carpets and fixtures, preliminary to starting a campaign for new members in the spring that will outdo all efforts of the past. A committee is at work now making arrangements for a motorcycle show, the date for which has not been set. Last winter's show was a big success and dealers and riders are looking forward to this one impatiently.

Winter Riding In Central Indiana.

Crawfordsville, Ind., Jan. 22.—Severe winter weather has not entirely discouraged the members of the Crawfordsville Motorcycle Club from riding throughout the year. Two enthusiasts have not stored their machines and have been braving Old Boreas bravely with the thermometer below zero. Secretary Miller states that the prospects for the coming season promise much in the way of enjoyable runs and a large increase in membership is assured.

Many Activities of the Columbus Club.

Columbus, O., Jan. 20.—As this is leap year Cupid is apt to be a busy youngster when the Columbus Motorcycle Club stages its second annual dance in A. C. R. Hall on February 1. The committee of arrangements is composed of Fred Hare, Herbert Siebold, James Sugar, (isn't he the candy kid), Harley Funk and G. H. Bangham.

Just now the club members temporarily have transferred their affections from motorcycles to bowling. A bowling league has been formed, with Nelson Redden as president. Teams have been made up between the riders of the various makes of machines and there is a great rivalry among them for the supremacy of the alleys. All of the teams are entered in the city tournament and are affiliated with the American Bowling Congress.

G. H. Hamilton, president of the F. A. M., was in the city this week, presumably looking into Columbus claims for the national assembly and racing tournament this summer. W. H. Snyder, the local dealer, who went to the New York show to boost Columbus for the meet has returned, and is much pleased with the result of his efforts. He states that he found plenty of encouragement and favorable sentiment for Columbus.

Marylanders Hold Their Annual Meeting.

Baltimore, Jan. 24.—Since its organization about a year ago the Maryland Motorcycle Club has enjoyed a decided growth. Starting with a charter membership of six it has climbed to 80 in number, and soon expects to eclipse the century mark. At the annual meeting recently held, the following board of officers was chosen for 1911: President, Frank O. Boyd; vice-president, August Zimmermann; treasurer, William Wood; secretary, Elmer Snyder; captain, W. S. Standiford; lieutenants, William F. McCauley, Herbert Stubbs; executive committee, Bert Heinz, Howard Essig.

The club has been fortunate in securing the services of Osbarne I. Yellott, the recognized authority on motor laws and regulations in the State of Maryland, as counsel. Mr. Yellott is also an earnest advocate of



UP TO DATE, AND VERY FETCHING

the good roads movement. The club is endeavoring in numerous ways to attract to its ranks all riders who have not yet realized the vast benefits to be derived in belonging to a well-organized body, working for the benefit of the motorcyclist in general and the promotion of sport along the right lines.

Frequent social affairs are being held during the winter months and the chief among these is the annual banquet which is slated for January 31. This event promises to far surpass last year's function, which was conceded to be the best thing of its kind ever conducted by the club.

For the benefit of those members who want to demonstrate their club connections on the road, an official club emblem has been devised, and is reproduced in the accompanying illustration. Brass and silver are the materials used and the insignia is intended for mounting on the front mud guard. For a foundation a wheel design was selected, the club name being mounted on the rim, and in the center the F. A. M. emblem was inserted, making a pretty combination, which serves a double purpose.

Motorists of Southern Jersey Dine.

Atlantic City, N. J., Jan. 22.—Very much of a good time was had at the recent annual banquet of the Atlantic City Motorcycle Club, a photograph of which appears on this page. The walls were placarded with up-to-date signs and much fun was extracted from them by the jolly party.

Twenty members have been added to the list during the past season. Negotiations are in progress for a club house with several desirable sites in prospect. The officers shown in the banquet picture at the head of the table, reading from left to right, are: William Shannon, treasurer; Albert C. Stephany, president; William Haenline, vice-president, and William F. Specht, Jr., secretary.

Davenporters Re-elect President Hunt.

Davenport, Ia., Jan. 20.—At the annual election of the Davenport Motorcycle Club, January 12, officers were chosen, viz.: President, Dr. W. F. Hunt; vice-president, Philip Wagner; secretary, Edward Soone; captain, W. Erickson; lieutenants, J. M. Epperly, Lloyd Alvord.



WHEN ATLANTIC CITY MOTORCYCLISTS BANQUET THEY BELIEVE IN SIGNS—IT MAKES THEM HAPPY



F. A. M. "CRADLE OF LIBERTY" DESTROYED

Fire gutted the building which formerly was occupied by the Kings County Wheelmen, Brooklyn, N. Y., Wednesday, January 24. It was a famous rendezvous of cycling days, but perhaps its greatest claim to prominence was that it was the birthplace of the Federation of American Motorcyclists, which was founded within its historic walls, by R. G. Betts, on September 7, 1903. The illustration shows the founders of the F. A. M. assembled in front of the building on that epoch making day.

Marietians Will Have Lecture Course.

Marietta, O., Jan. 22.—There was a large gathering of the Marietta Motorcycle Club on the ocasion of the annual meeting, held the first week of the present month. Officers were elected for the ensuing year as follows: President, Edward Baumgartner; vice-president, Earl Oesterle; secretary-treasurer, Blaine Johnson; captain, Arthur Bender; first lieutenant, G. R. Yeomans; second lieutenant, Raymond Miller; board of directors, the above named officials and Henry Baker and Frank Nolan. Standing committees were assigned as follows: Membership—Frank Nolan, chairman; Raymond Miller, Earl Oesterle; House—Arthur Bender, chairman; Leslie Meredith, G. R. Yeomans; Entertainment—Henry Baker, chairman; Earl Oesterle, Raymond Miller. After the completion of business a banquet was served.

At the February meeting of the club G. R. Yeomans will deliver a lecture on "Gasoline and Its Uses;" Frank Nolan will also talk on "Magnetos," and Blaine Johnson will say something about "Tires." At this meeting ladies will be invited to attend and hear the lectures, all of which will prove to them that "the club" is not simply a bluff on the part of the men to get away for the evening, but a benefit to all who attend.

Georgia's Capital Organizes a Club.

Augusta, Ga., Jan. 22.—An enthusiastic meeting of motorcyclists organized a club on the evening of January 15 at the Chamber of Commerce with 51 charter members. Officers for the first year were elected as follows: President, Chester Story; vice-president, E. W. Watson; secretary-treasurer, Hugh Saxon; captain, L. H. Fourcher; first lieutenant, M. B. Buford; second lieutenant, C. H. Story.

A pleasing incident of the meeting was the donation by the promoters of the New Years' Day race meet of the net proceeds to the club treasury. Arrangements are being made for a centrally located club room which will be nicely furnished.

Arthur Mitchel, the well-known racing man, who is traveling in the South for a well-known supply house, was present and explained to the meeting the many advantages of affiliating with the F. A. M. He also related a number of interesting experiences in his racing career, stating that he is now out of the racing game—for the present at least. The question of F. A. M. was postponed until next meeting.

Plans for a banquet and smoker are under way and an endurance contest is scheduled for the early spring. A big club meet is also proposed for a date in April on the Georgia-Carolina fair grounds track.

Motorcyclists Elect Officers in Madison.

Madison, Wis., Jan. 23.—The annual meeting of the Four Lakes Motorcycle Club elected the following board of officers for the ensuing year: President, A. G. Aldrich vice;-president, John Sumner; secretary, F. W. Huels; treasurer, Charles H. Gratiet; captain, L. A. DuBois; first lieutenant, F. W. Huels; second lieutenant, N. L. Ester. The club has 25 members at the present time, nearly all of whom belong to the F. A. M.

FOR A 20000 MILE TOUR

Scheme Presents Possibilities of Rivaling the "Glidden" of the Autoists—Prominent Tradesmen Present Plan.

Motorcyclists will have a big national tour of 2,000 miles this summer, patterned after the Glidden automobile tour, if the plans proposed by A. B. Coffman, of the Consolidated Mfg. Co., Toledo, Ohio, and A. J. Musselman, of the American Motorcycle Co., Chicago, materialize. While of course the project as yet largely is in embryo, it has developed to an extent which indicates its magnitude. Ten days are calculated on as sufficient to cover the total distance named, which would call for daily runs of 200 miles.

It is the aim of the fathers of the tour to make it an annual affair and to offer two trophies, one for trade contestants, the other for private owners. The trade trophy will have a value of $150, and will be a permanent challenge cup, while the private owner prize, also a cup, will be worth $100, and will become the permanent property of the competitor winning it each year. Prizes will be awarded on a scoring basis.

Of course it is proposed to have the tour start sufficiently prior to the F. A. M. meet to allow it to finish in the city where the meet is to be held, and the awarding of the meet for this year is yet to be made, so that this portion of the tour plan must remain tentative for the present. President Hamilton, of the F. A. M., is said to be heartily in favor of the national tour.

Want National Capital Law Modified.

Washington, D. C., Jan. 22.—At the last meeting of the National Capital Motorcycle Club, resolutions approving the action of the commissioners of the District of Columbia in making it unlawful for more than one person to ride on any one motorcycle at one time, provided the said ordinance be enforced only in cases of motorcycles carrying an extra person in front of the operator of such motorcycles. The club, however, in its resolution, condemns as being unjust and not in accordance with the spirit of the law, the enforcement of the ordinance in cases of motorcycles carrying an extra person in the rear of operator.

It was voted to forward a copy of the resolutions to the chief of police of the District of Columbia, and a committee was appointed to wait upon the commissioners and the chief of police with the view of having the ordinance modified.

Rochester Forms New Motorcycle Club.

Rochester, N. Y., Jan. 24.—The Flower City Motorcycle Club has just been formed with the following officers: President, H. George Hammon; vice-president, J. J. Malone; secretary, William Krieg; financial secretary, A. D. Cook; treasurer, C. Allen.

PRINCE'S NEWEST SPEED BOWL

Banked 50 Degrees All the Way Round the Third Mile Stretch at Los Angeles—Opening Meet on February 11.

Los Angeles, Jan. 22.—The new Los Angeles Stadium will be completed and thrown open in time for practice riding February 4, and it is now the plan to hold the first races February 11. This track, which was designed and is being built by Jack Prince, will be the most modern speedway on the Pacific slope, and Prince, who has constructed tracks at Springfield, Mass., Chicago, and Salt Lake City, for the exclusive use of motorcycle riders, besides the tracks at Oakland, Playa del Rey, Los Angeles, and other points in California, thinks it will witness the making of new records before it has been used a month.

The track at the new Los Angeles Stadium marks an advance in track making. It is a third of a mile in circumference, built all the way round at an angle of 50 degrees.

"It is the fastest track I have ever built," Prince declares. "Manufacturers have more than kept pace with me. Each time I have built a new track—and I have constructed four since I built the old Coliseum track here three years ago—I have made the angle of the banking a little greater. At San Francisco I went to 40 degrees, and no sooner had we opened the track than two of the companies sent out machines that 'skidded' when they were opened up. This track will easily hold a speed of 100 miles an hour, and it will not surprise me to see that mark beaten before the track is a month old. Eighty-three miles were reeled off by a four-year-old machine on the motordrome at Venice, and the third of a mile circle I am building here will be safer and faster than the Venice track.

"The machines that are being turned out this year are faster than ever. While the cubic displacement of the engines has not been enlarged, it is claimed by at least two of the factories that their so-called seven-horse engines are developing twelve-horsepower on block test. This being true it seems to me that Los Angeles should see every known record fall within a short time."

It is claimed that the Coliseum in Los Angeles, referred to by Mr. Prince, was the first motorcycle racing track in the country. It was opened March 7, 1909, and for a time held all the world's records. It had three laps to the mile.

Paul J. C. (Dare Devil) Derkum, manager of the Los Angeles Stadium, has announced that motorcyclists must ride to win on the new track, or forfeit their ratings and chances at the purses.

All motorcycle racing on the Pacific Slope is now in charge of Charles Fuller Gates, who will personally act as referee at the new track and co-operate with Derkum in inaugurating the Class B plan to insure fast races. Mr. Gates has appointed the following officials: Starter, John S. Wiese; chief timer, George M. Adair; chief scorer, John H. Dielman; chief judge, F. A. Carroll; announcer, Howard Tuttle; clerks of course, John J. Farrell and H. H. Day.

As soon as he completes the Stadium here Jack Prince will leave for Baltimore, Md., where, in connection with Howard A. French, he will build a track, which, according to recent advices from that city, promises to assume ambitious proportions as a general athletic stadium.

Racing is expected to continue in Los Angeles until the latter part of April or early in May. Then the professionals will leave for Chicago to open the season at Riverside track.

First Speed Menu for Prince's Piepan.

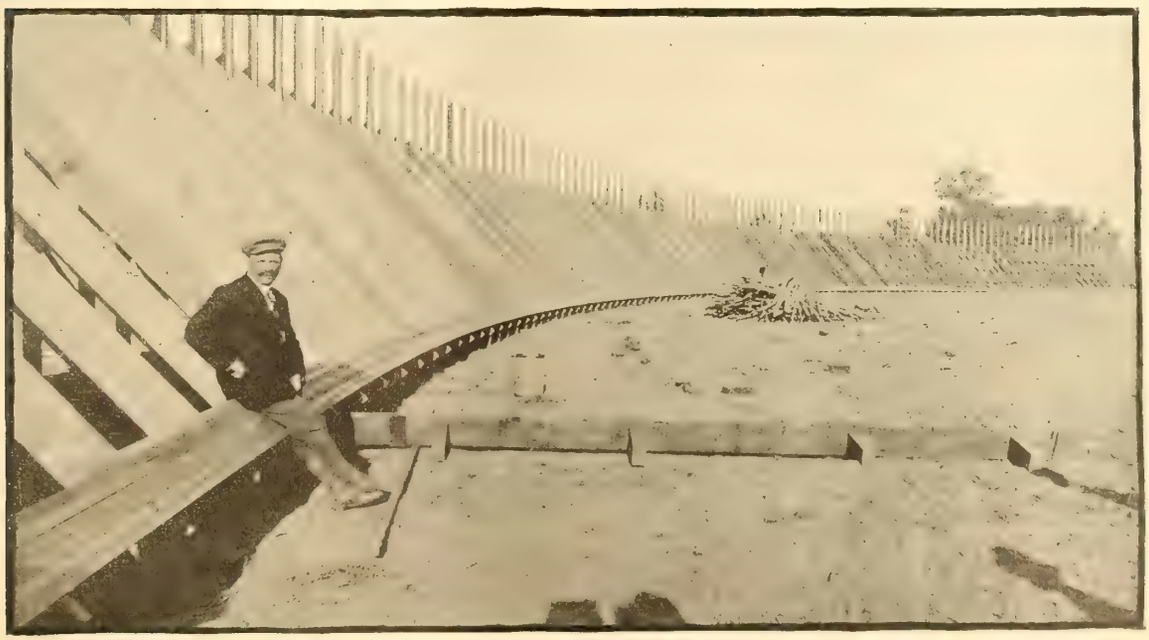
Five events are slated to inaugurate the speed baptism of Jack Prince's new motordrome at Los Angeles, on February 11. The card follows: Two-mile private owner, 30½ class; medals. Two-mile Class A professional, three heats for points; $70, $45, $35. Six-mile free-for-all professional handicap; $50, $40, $30, $20, $10. Three-mile consolation for non-winners, Class B; $15, $10, $5. Instead of the meaningless trade rider class, the promoters have created two new professional subdivisions, designated Classes A and B. The latter class will include those professionals who do not ride fast enough to qualify for Class A, which naturally will be composed of the top notchers. Whenever a Class B rider shows form equal to a Class A rider, he will be transferred to Class A, and vice versa. It will be noticed that there are no events billed for trade riders.

Graves Says He Is Still a Free Lance.

M. J. Graves, the professional motorcycle racer, of Los Angeles, Cal., states that as yet he has closed negotiations with no manufacturer to ride his machines in races this season. Graves drove Excelsiors in races at Ascot Park, about the first of the month, which created the impression that he had signed up for this mount, but he says he still is a free lance. It is quite likely that he will be on some factory racing staff when the new Los Angeles track makes its debut.

Motorcycle Races For Cortland, July 4th.

Cortland, N. Y., Jan. 24.—Preparations are being made by the Cortland Motorcycle Club for a big race meet at the fair grounds, July 4th. The track, which is a half-mile circuit, is claimed to be one of the best in the State, and $495 in prizes will be offered. Seven events will be programmed, and sanction already has been applied for.



BUILDER JACK PRINCE AND HIS PARTIALLY COMPLETED LOS ANGELES STADIUM



MANAGER PAUL DERKUM

NOWLIN NAILS VICTORY AT TAPE

Rip-Roaring Windup at Tampa Races—Policeman Hanna Plays Promoter—May Build Board Track.

Tampa, Fla., Jan. 19.—Exchanging the best speed swats their machines possessed, all the way, and swapping the lead now and then, Albert Nowlin and John Marsicano fought a spectacular seven-mile gasoline duel, at the motorcycle race meet here today, at the Tampa Bay half-mile dirt track, the former winning by a wheel, in a heart-breaking finish that stirred the crowd to a frenzy. It easily was the closest and most sensational motorcycle race ever witnessed here, and far outclassed the two other events in sporting worth. When the day closed, honors were even, between Nowlin and Marsicano, the latter trimming his erstwhile conquerer, over the 15-mile route, when Nowlin's machine balked. Eino Johnson, who thriftily collected third monies in these events, added to his "pile" by a victory in the five-mile stock class.

In the star number, both Nowlin and Marsicano counted plenty of enthusiastic admirers. Nowlin, on an Indian, took the lead, and led the field until the sixth lap, when Marsicano put his Excelsior alongside on the back stretch, and for a short time it was a neck and neck struggle, but the gaff was too strong for Marsicano, and he fell back a bit, but still had plenty of fight left. Encouraged by his friends, Marsicano went for Nowlin again, after a brief spell, and passed him in the stretch, on the eighth lap.

Nowlin had no thought of surrendering so easily, and hung close to his rival, the meanwhile planning a coup to recover the lead. Marsicano stayed in front, until swinging the upper turn in the bell lap, when he faltered for an instant, and Nowlin, ever alert for the opportunity, took advantage of it and flashed his spurt. Down the stretch they came, fighting desperately, with Nowlin slowly but surely overhauling his man, and flashing across the line to victory, by a wheel's margin.

There was promise of a repetition of this rare "mill," in the 15-mile session, until Nowlin "blew up," and then the affair lost its glamor. Nowlin showed the way until the 18th lap, with Marsicano close coupled. In the next circuit Marsicano seized the lead, and hod no difficulty in holding it, for Nowlin had "shot his bolt," and fell back steadily, although he managed to collect second money.

Nowlin's hoodoo clung to him for the rest of the day, for he also "passed out" of the stock event early, owing to motor ailments. Joseph D. Hanna, F. A. M. state commissioner, conducted the meet under the title of the Tampa Motordrome Racing Association, jointly with the Town Criers' Association, the proceeds to be devoted to providing Tampa with her first town clock. Hanna plans to put on future meets on the same track on all holidays for the present. He ultimately hopes to interest capital in the erection of a board track outside the city limits, and operate Sunday meets. The summary:

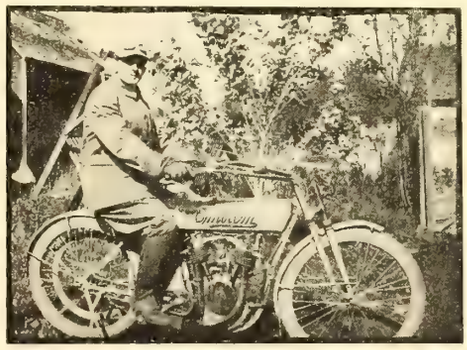
Seven-mile professional—Won by Albert Nowlin (Indian); second, John Marsicano (Excelsior); third, Eino Johnson (Indian). Time, 9:04⅕.

Fifteen-mile professional—Won by John Marsicano (Excelsior); second, Albert Nowlin (Indian); third, Eino Johnson (Indian). Time, 19:08.

Five-mile stock, professional—Won by Eino Johnson (Indian); second, Louis Torres (Harley-Davidson); third, R. L. Malone (Harley-Davidson). Time, 6:52⅖.

An Enthusiastic Emblem Rider.

J. Romain Lipe, of Johnstown, N. Y., is probably the best known motorcycling tour-



J. ROMAIN LIPE, JOHNSTOWN, N. Y.

ist in his vicinity. Weather and the many hills that abound in that part of New York State have no deterring effect on Mr. Lipes' enthusiasm, for he rides his Emblem twin the year round, and is rolling up a mileage with it that is the envy of all the local riding fraternity.

Race Course Privileges Curtailed in Toronto

Toronto, Ont., Jan. 22.—By the action of the Parks' Committee of the Toronto civic government in refusing to sanction the holding of an auto-motorcycle race-meet on the half-mile exhibtion track on September 21, the motorcyclists of the city have taken it that the city fathers intend to boycott all motor racing in future, and unless immediate action is taken in the erection of the much-talked-of board saucer, it is believed that the riders are in a fair way of being without an oval upon which to race this coming summer. The fair-ground speedway was the only available place for speed contests last season, and quite a scare has ben raised among the single-trackers who take the attitude of the present exhibition board as a sort of forecast of impending trouble. It is the opinion of the riders, spurred on by this incident, that the club should crystallize long-standing plans for a board bowl without delay.

FRENCH'S NEW BALTIMORE TRACK

Will Be a Third-Mile Circle, With Cinder Path Inside, and Place For Aeronautical Contests, Etc.

Baltimore, Jan. 22.—When Howard A. French gets through planning and building he is going to have the most novel motordrome in the world. The three-lap saucer will not be different from other similar bowls, but the inclosure will become an amphitheater, for it will be used for a number of purposes. French has just announced his intentions, and the wideness of their scope has brought to him many congratulations for his thoughtfulness. As proposed, inside the board track a cinder path will be laid out, being four laps, on which the marathoners of this and other cities can perform. There is but one good track in this city and the athletes here are showering praise upon French for providing a place for their meets.

Then the place, at a short notice, can be converted into an aerodrome, as it will be large enough, and with pylons inside the board track, the birdmen would find racing and performing their stunts quite an easy matter. With the erection of a rostrum in the center a simple thing, the motordrome, with its proposed seating capacity of not less than 4,000 and probably a great deal more, would be an ideal place in summer time for open-air meetings, conventions and conferences.

The bicycle riders, of course, would be given permission to promote their own races and opportunity would be afforded them to run endurance contests and sprints on any night. French proposes to run a motorcycle meet only one night a week during the season, and possibly on all holidays. The other days and nights would be left open to be filled by the bicycle men, athletes, birdmen, etc.

French has written to Jack Prince asking him to send the cost of the track and the stands before he leaves Los Angeles for this city sometime early next month. French also sent word to Prince that the F. A. M. will grant no sanctions for board tracks other than absolutely circular in shape. French took the question up with the F. A. M. while in New York and had the question settled.

Canadian Motorcyclists Play Good Euchre.

Toronto, Ont., Jan. 22.—At the monthly euchre of the Toronto Motorcycle Club, held on Wednesday evening, Jack Gilley made a clean sweep, scoring a win in every round of the game, for which he was presented with a handsome silver-mounted cane. Over 50 members were present. Proof copies of the club's constitution were distributed for the perusal of the members, before being bound in book form.

OLYMPIC CAUSE BOOMING EAST, WEST AND SOUTH

Jersey City's "Live Wire," Charley Hansen, Jumps to the Front with Results of Individual Efforts—"Six-Pointers" of Chicago Voting Solid for "Windy City" Team - Kentucky Coming—Voters Hustling.

To send a bicycle team to the Swedish Olympic Games in July now appears to be the chief aim of every one interested in all branches of the pastime. Those who ride for recreation, those who ride in competition, track racers, road racers, mileage men, century riders, veterans of the sport, many well beyond the prime of life some of whose names have had national prominence, the rising generation, legions of whom are eager for the honors that once again give auspicious promise of materializing in the field of one of the greatest of sports—cycling, all are aroused and working industriously and, moreover, fruitfully, for the common good. It now remains for those connected with the commercial side of the bicycle—the manufacturer, the jobber and dealer, to realize what a great business-getting impetus will be given the industry by their support and the consummation of the project.

Hansen Exemplifies Ferguson's Suggestion.

What is being done by individual effort is strikingly illustrated this week in the entry to the subscription list, the result of the work of Charles Hansen, of Jersey City, who followed the suggestion embodied in a letter from E. Lee Ferguson, of the C. R. C. A., as published in these columns lately, to wit—"it's the little things that count, start a coin contribution among your friends"—and Hansen did so—the result, a contribution to the fund of $18.24 in pennies, nickels and dimes, accumulated since December 4.

"Something Doing" in the Lake Metropolis.

The riders' popularity voting contest is serving to stir up more interest than any movement yet devised, as is attested amply by the deluge of requests for blanks and the immediate return of the filled ballots. As mentioned in the last issue, Chicago already has been heard from, although with a mixed ballot, and now comes the first solid ballot for Chicago riders as follows: H. Hultgren, N. Kockler, B. Herrick, E. Kockler, Avid Peterson, P. A. Nordmark, J. Slattery, S. Schluter, B. Blum, A. Blum, E. Harlow, J. Horsch. (Signed) C. L. Schofield. Accompanying this ballot was the following letter to the bicycle editor; note the prediction it contains:

"The newly reorganized Six-Point Cycle Club, formerly one of the leaders in Chicago cycledom, sends the above riders' names. This city has not been active of late, but now that we have taken up the revival as aroused by the Olympic Team, we assure you of the best prospects for the season of 1912 and you will hear from us later. Wishing you success from our members, we are,

"The Six-Point Cycle Club,
"C. L. Schofield, President."

Supscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Minion, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling Salesmen of Pope Mfg. Co.	25.00
New England Wheelmen, N. Y. City	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N Y	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
Reedley Bicycle Club, Reedley, Cal.	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St, Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E. Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
Geo. Steinert, Brooklyn, N. Y.	1.00
Carl Bonhardt, N. Y. City	1.00
H. Greisenbruch, Hamilton, Bermuda	1.00
Jos. Scheider, Buffalo, N. Y.	1.00
P. Wollenschlager, N. Y. City	1.00
Lester Morton, Asbury Park, N. J.	1.00
F. J. Herbert, Fall River, Mass.	1.00
Emil Trunk, Brooklyn, N. Y.	1.00
George Thorakot, N. Y. City	1.00
Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City.	1.00
Charles Waldo, New York City	1.00
Kenneth Mackensie, Bayonne, N. J.	1.00
D. M. Campbell, Gray, Ky.	1.00
James W. Flanagan, Jersey City, N. J.	1.00

"Old Kaintucky" Contributes a Candidate.

Another illustration of how the Olympic proposition is taking the country over, is shown in the following letter received from D. M. Campbell, of Gray, Ky., by Chairman Kelsey, of the N. C. A. Board of Control. Mr. Campbell says:

"In expressing a desire to prepare myself to be eligible for selection on the American team for the Olympic road race, would like to state that I am 34 years old and an amateur, and desire to become registered with the N. C. A. so as to get into the trials and elimination races to select the Olympic team.

"Would like to know whether trials will be held in the vicinity of Louisville or Indianapolis, and whether I will require a traveling permit to attend these races or any track races that may be run in connection. I expect to go to Hot Springs, Ark., for a month beforehand to get into condition.

"Have been in the mercantile business all my life, but have a good set of rollers and a Columbia racer, and use them every night."

In all probability the nearest elimination trials for Campbell to compete in will be either in St. Louis or Buffalo. No traveling permit is required under present day rules, except the usual N. C. A. registration card, which is good the world over, where the governing bodies are allied with the Union Cycliste Internationale.

New Yorkers Distribute Race Prizes.

Another master stroke for publicity was completed Saturday last in New York City, when the prizes were distributed to the winners of the unique Thanksgiving Day race of the Olympic committee before a crowd which packed the floor of Alhambra Hall, on the occasion of the reception and ball of the Century Road Club Association. The presentations were personally conducted by Chairman H. A. Gliesman, of the race committee, and were preceded by speeches by Mark Eisner and E. Lee Ferguson, counselors, respectively, for the Motorcycle Dealers' Association and the C. R. C. Association, and in whose remarks were explained the aims and objects of the Olympic

team proposition, concluding with a short life history of the late Colonel Albert A. Pope and George N. Pierce, pioneers in the manufacture and marketing of bicycles and the founders of the respective firms which donated the two leading prizes of the race, a fully equipped racing bicycle each.

Other donators to the prize list were: J. W. Grady & Co., Diamond Chain Co., New Departure Mfg. Co., Corbin Screw Corp., Eclipse Machine Co., F. A. Baker & Co., Bevin Mfg. Co., The Standard Co., Veeder Mfg. Co., Bridgeport Brass Co., United States Tire Co., Fisk Rubber Co., Whitney Mfg. Co., Julius Bindrim, Henry Kest, Progressive Cycle Co., Rose Mfg. Co. and the Bicycling World Co.

From Germany comes the significant news that the German Imperial committee, rather than forego cycling representation in the Swedish Olympic Games, has applied to the Union Cycliste Internationale for licenses. This is a bitter pill for the German Cycling Federation, which has been at war with the sports controlling body, and who applied direct to the Swedish committee for entry. They were refused, and by applying as above, admit the futility of outlaw organization.

Owing to the lack of space the voting blank will not be published in this issue, but all who are interested in the cycling industry and sport are invited to submit the names and addresses of those to whom it is desired to have voting blanks sent—make your list as large as you like—self-explanatory blanks will be sent promptly and with absolutely no obligation incurred by the recipients. Send your list at once to the bicycle editor, The Bicycling World Co., Box 649, New York City.

Interesting Race at Millrose Games.

Although Eddie Goodwin won the five mile flat floor bicycle race for a Columbia bicycle, known as the "Brooklyn Standard Union" trophy, with W. Waeldner second, at the games of the Millrose Athletic Club, 47th Regiment armory, Brooklyn, Saturday, January 20, the race of the evening was for the third place, between Jack Townsend and H. J. Murphy. Two preliminary mile heats resulted as follows, the riders finishing in the order named: First heat—W. Raleigh, N. Y. A. C.; N. Gutoff, W. A. C.; W. Waeldner, Atlas B. C. Time, 2:52⅗. Second heat—E. Goodwin, I. A. A. C.; H. J. Murphy, Atlas B. C.; J. Townsend, I. A. A. C. Time, 2:54⅕.

Owing to the fact that the armory management had permitted the floor to retain its slippery waxen luster, slow time and cautious riding prevailed. In the final heat Gutoff was the first to fall, concluded he had enough; Murphy scrambled to his feet and made a quick get-away after his intimate acquaintance with the floor and took up the riding with the loss of one-half lap; four laps, half-mile later, at the finish of two miles, Goodwin slipped but managed to right his wheel in time when rounding the turn into the home stretch. Waeldner, following closely, swerved out to escape the expected fall and Townsend and Raleigh did likewise. The former went down first and made a lightning recovery, getting started again before Murphy could get through the jumble.

With half a lap separating them from the flying leaders, Townsend and Murphy put up a terrific duel for the remaining three miles, urged on by the thought that each mile would mark the elimination of one or the other, as at the start it had been announced that "miss and out" rules would prevail, but this was abandoned by the officials when it was seen that to do so would deplete the field. No appreciable gain could be made on the leaders, Goodwin and Waeldner, and they finished in that order, with Townsend and Murphy, about evenly matched, fighting out the last of their hair-raising sprints in an "inches" finish over the tape. Time, 13:53⅕.



CHARLES HANSEN
The hustler from Jersey City, who has set an example by collecting $18.24 in small change for the Olympia Fund.

Manhattan Wheelmen Choose New Officers.

The Manhattan Wheelmen, with headquarters at 38-40 Carmine street, New York City, have elected the following board of officers for 1912: President, James Barry; vice-president, Frank Trainor; financial secretary, Anthony Rivello; corresponding secretary, Lawrence Corri; treasurer, George Crescia; sergeant at arms, William Tussie; assistant sergeant at arms, Nathan Schefflin; captain, George Crescia; first lieutenant, Emile Bagalatti; second lieutenant, Arthur Gatti.

COLLINS STARTS YEAR WELL

Takes First European Motor Paced Event at Velodrome d'Hiver—Press Calls Him "King of the Winter."

America's pace-following champion, Elmer L. Collins, of Lynn, Mass., started in the new year in Paris by scoring a win a week after landing on foreign soil. On January 7, at the Velodrome d'Hiver, he defeated Nat Butler, Bobbie Walthour and Jimmie Moran in an hour race, the riders finishing in the order named. In a letter just received from Collins, he says:

"Rode my first race of the year January 7 and won. Am pleased to say that this race was called the "Criterium d'Amerique," and this makes twice that I have won American championships in one year. I rode my new Columbia racing wheel and like it very much. All the other boys rode foreign makes. The newspapers call me 'King of the Winter,' but I did not know before that I was 'chilly.' Expect to ride in the six day race in Berlin, which is to be held some time in February."

Speed Cyclists, From Afar, Renew Ties.

Now that many of the professional pedal artists, who composed the large field that competed during the past season at Salt six-day race in New York City, are chasing si-day race in New York City, are chasing coin and glory in the respective lands of the franc, mark, or pound sterling, there are yet others apparently "with nothing to do 'til next season." Their activities at the present time consist principally of seeing the folks at home. Those who have been burning up the rails homeward bound are: Champion Frank L. Kramer, a week's visit to his parents at Evansville, Ind.; Lloyd Thomas, for the winter to his home in San Francisco; William Palmer, Jr., via San Francisco, back to the land of the kangaroo until next May, when both he and Thomas will ride for Manager Macfarland at Salt Lake City.

Fogler Wins a Tandem Paced Race.

Late advices from Paris show that cycling activities there are in a flourishing condition and the scores in the various races demonstrate that the big squad of Uncle Sam's boys now in Europe is rapidly rounding into form and all of the riders will eventually get their share of the prizes.

On January 14, at the Velodrome D'Hiver, the order of finish in the 25 kilometers tandem-paced race, was as follows: Joe Fogler, Eddie Root, Jimmie Moran and Fred Hill. Time, 13:15.

At the same meet was run an hour motor-paced race for the European cracks, in which Guignard, the winner, covered 71.625 kilometers; Parent, Seres and Darragon finishing in the order named.

Successful C. R. C. Association Ball.

With more than 400 in attendance, members and friends of the representative metropolitan cycling clubs, at Alhambra Hall, New York City, January 20, the fourteenth annual reception and ball of the Eastern Division, Century Road Club Association, might well be styled the largest and best ever in the history of that organization.

In addition to being a gathering of the clans of the "Greater City," among those present being noted the seasoned veterans and many of the younger exponents of the cycling pastime, the affair also served to bring about a closer acquaintance with those from out of town, clubs from Jersey City, Bayonne, Hoboken and Hackensack sending their quota. Club colors decorating boxes were those of the Century Road Club of America, New England Wheelmen, Bronxdale Athletic Club, and the C. R. C. A.

An unu-ual feature was the distribution of the prizes to the winners of the Thanksgiving Day race of the American Olympic Bicycle Team Committee, a permission generously granted by the ball committee and which privilege was appreciated by the recipients, as it undoubtedly contributed materially to the advancement of the Olympic Team cause through the acquired publicity, the object for which the race was promoted.

The grand march, held directly after the awarding of the prizes, was led by Henry Kest and Miss Bieregel, with George Bieregel and Miss Kest in second place.

The next event on the association's schedule for the coming season, is the annual spring century run, to be held on the last Sunday in the month of April, as in previous years, with a special fast division, designed to meet the requirements of the riders in training for the Olympic Team try-outs, with only the best of pacemakers in attendance.

Rides in Snow With Anti-Skid Chain.

Baltimore, Jan. 22.—Snow hereafter will be no bar to touring for the members of the Crescent Bicycle Club. Joseph F. Solan, a member, has demonstrated his inventive genius by equipping his bicycle with an anti-skid chain. He manifested the effectiveness of the chain by taking a spin out into the country a few days ago. He found the snow very deep, but he had no difficulty in getting along with the new attachment to his wheel. Riding on the ice was also easy.

The chain has made a hit with the club and all the members have ordered them for use when the next snow storm hits the city. They intend to enjoy the novel experience of touring in the snow, and while a few days ago they were anxious for the white blanket to disappear so they could pull off some club races, they are now pulling for more snow so they can get out on the road and test the efficiency of the chain for themselves.

CRESCENT STRONG ON MILEAGE

Final Scores for 1911 Show Excellent Mileages and Close Contest for First Honors—Contest Renewed for 1912.

Baltimore, Jan. 15.—Forging ahead in the last month, August T. Leimbach won the 1911 century-mileage contest of the Crescent Bicycle Club with a total of 10,615 miles, 27 single centuries and one double century, totaling 13,515 points. Charles E. Thoms, who led the members for eight months of the year, finished second with 11,204 miles, 21 single centuries and one double century, totaling 13,504 points, just 11 points behind the leader. William Leimbach wins the bronze medal for third place with a score of 12,835 points secured by riding 10,335 miles, 23 single centuries and one double century.

During the year the members broke all records for club mileages and centuries, reporting during the twelve months, 52,363 miles, 113 single and three double centuries. The totals piled up by each one of the three medal winners broke all previous club records for individual marks, while the monthly club record was broken several times.

The fight between the Leimbach brothers and Thoms was close throughout the year, a difference of only six points separating the three at the first of December. During the last month William Leimbach practically withdrew from the fight for the lead, which his brother clinched with a century on the last day of the year, Thoms leading until that time. If wet weather had been experienced on the last day Thoms would have been the winner.

The contest reflects the healthy condition of the Crescent Bicycle Club, which is about to enter upon its sixth season. For the coming year the members have planned the largest program in the club's history and all are working with a will for the success of the organization. The 1912 century-mileage contest started at the first of the present month and will continue throughout the year with the same awards as the one just closed, the scoring being figured an the same plan, one point for each mile and a hundred extra points for each century. Summary of the 1911 contest:

	Miles.	Centuries.	Points.
A. T. Leimbach..	10,615	29	13,515
C. H. Thoms.....	11,204	23	13,504
Wm. Leimbach ..	10,335	25	12,835
F. M. Sanborn....	5,128	8	5,928
L. M. Sanborn....	4,412	8	5,212
F. E. Mommer...	2,534	21	4,634
A. J. Baker.....	1,854	4	2,254
J. F. Huber.....	1,943	1	2,043
C. E. Berigtold...	1,491		1,491
Geo. Peilstocker .	1,310		1,310
J. W. Troct.....	738		738
T. W. Baker.....	446		446
William Foos	160		160
Ferd S. Plitt.....	102		102
G. A. Miller.....	91		91

The total of 119 centuries includes three double centuries. During the year bars were issued to the members for each thousand miles reported, 46 being awarded during the twelve months.

Motorcycle Thief Gets Jail Sentence.

C. C. Hoffman, a former employe of H. A. Gliesman, 782 Eighth avenue, New York City, who recently confessed the theft from the proprietor's store of a motorcycle and personal effects two years ago, at the hearing which followed his arrest, received a 13 months reformatory sentence, despite Gliesman's clemency plea.



A. T. LEIMBACH, C. H. THOMS AND WILLIAM LEIMBACH, OF CRESCENT B. C.

CHANCE FOR FORIEGN TRADE

British Motorcycle Exports and Imports—Latter Show Heavy U. S. Increase—Possibilities of a Fine Market.

In a report issued by the Bureau of Manufactures, Department of Commerce and Labor, under date of January 9, an article of much interest to the motorcycle trade from the pen of Consul General John L. Griffiths, London, is published. It treats of the late motorcycle exhibits at Olympia Show, and the possibilities for American manufacturers to secure a footing in Great Britain. The report says that at the cycle and motorcycle exhibition recently held in London there were over 250 exhibitors, while the value of the machines displayed is stated to have been not less than $500,000. This included the pedal cycles as well as the motorcycles, but the exhibits of the latter dominated the former, both in number and in the interest shown by visitors.

From the following figures, giving the imports and exports of motorcycles for the United Kingdom in the three years ending 1910, it will be seen that whereas the total imports have been fairly even the exports have more than trebled:

Imports from—	1908	1909	1910
Belgium	820	722	707
France	42	25	35
Germany	440	617	401
Netherlands	22	6	3
Switzerland	13	23	19
United States	3	45	208
Other foreign countries	.....	4	13
British possessions	.....	.....	1
Total value..	$176,450	$199,017	$215,571
Total number	1,340	1,442	1,387
Exports to—	1908	1909	1910
Foreign countries	116	157	386
Australia	257	617	854
British India	116	205	256
Cape of Good Hope	40	71	185
Natal	16	24	47
New Zealand	254	543	900
Transvaal	89	100	201
Other British possessions	169	167	512
Total number	1,048	1,884	3,341
Total value..	$181,063	$336,475	$590,545

The marked rise of the motorcycle to public favor is attributed to its reliability, cheapness, and the pleasure experienced in riding it, and also to the introduction of the side car, in which an additional passenger may be carried. Among the most interesting and popular types are the light-weight machines for single riders. These have engines of 2 to 2¾ horsepower, 1 or 2 cylinders, 2 and 3 speed gears, run 100 to 120 miles per gallon of gasoline, and sell for $219 to $243. The popular passenger machine is 3½ to 6 horsepower, has 1 or 2 cylinders, is fitted with a clutch, is hand starting, and is geared like a car. It is capable of 70 to 80 miles per gallon of gasoline with the side car attached. The machine sells for $268 to $316, and a side car to suit is $25 to $85 additional. There are, of course, higher-priced machines on the market, but the foregoing meet the most popular demand.

"Miniature" motor cars have 3 or 4 wheels and are geared and controlled like a car. The engines are of 6 to 8 horsepower, with 1 or 2 cylinders, and are capable of 45 to 60 miles per gallon of gasoline. The price is $438 to $535. These machines however, are less favored than the true motorcycle.

Motorcycles weighing less than 100 pounds have been designed for women, and the prices are about the same as for the light-weight machines previously mentioned.

Among the latest motorcycles placed on the market are machines which are started by the movement of a lever (as in a motor car), which sets the engine in motion and obviates the necessity of running beside the machine before mounting and then pedaling to start the engine. With these motorcycles it is possible, by the manipulation of three levers on the handlebars, to control the machine. They are also fitted with two and three speed gears with which almost any hill may be climbed and the pace varied from 5 miles an hour to 20 and upward.

One point that is mentioned in a trade journal, which indicates the tendency of the chief type of engine, is the great increase in the number of large single-cylinder engines for passenger work, instead of competition sizes; in other words, motorcycle manufacturers cater more for tourists than for those desirous of indulging in racing and speed work.

In the Sunday Observer it is stated that "there is practically only one make of machine sent over ti this country from America, and an exceedingly worthy example it is. It has even served a useful purpose in adding the spur of international competition to encourage British manufacturers to make still further progress, nor have they failed in the least to respond, as can be gathered from examining the vehicles that are already staged."

Although American motorcycles imported into Great Britain are increasing in number, the possibilities of the market in these machines do not appear to have been fully realized. Direct stock depots should be opened in London under competent sales managers, by whom local agents could thereafter be appointed in the principal cities and districts; and in addition to advertising the features and prices of the machines, speed and hill-climbing accomplishments—performed in this country in the various competition trials—should be given wide publicity. Although the trade is practically monopolized by British manufacturers at the present time, there do not appear to be any insurmountable obstacles in the way of American motorcycles securing a profitable English market. Reliability, smoothness in running, resiliency, and moderate prices are the chief points to be demonstrated.

Before approaching the English market in the large manner indicated it would be advisable for the American manufacturer to send to London a representative who could thoroughly investigate all the local conditions and determine the best plan to pursue in order to secure the most attractive results.

Preparing for C. R. C. Association Dinner.

Saturday evening, February 24, is the date set for the annual dinner of the Century Road Club Association dinner, and the place chosen is the Broadway Central Hotel, at Broadway and Third street, New York City. The committee in charge is striving to make the event a reunion of all those who are interested in present day cycling, with those who have been prominent in years gone by. Many race meet promoters have been invited to be present and the co-operation of all cycling clubs is asked. Here is the menu:

Blue Points
Olives Celery Sweet Mixed Pickles
Chicken Gumbo
Baked Green Blue Fish au Madere
Pommes Persillade
Tenderloin of Beef, Pique Jardiniere
Roman Punch
Stuffed Vermont Turkey—Cranberry Sauce
Candied Sweet Potatoes
Lettuce Salad
Cheese Crackers
Metropolitan Ice Cream Assorted Cakes
Cafe Demi Tasse

Many old timers will entertain with brief addresses which will give way to an elaborate musical program following the dinner. Over 300 tickets have been sent out to date, and returns have been coming in fast to Chairman R. A. Van Dyke, 148 West 129th street, New York. The other committeemen from whom tickets may be obtained are Paul Thomas, Tarrytown, N. Y., and Sylvain Segal, 100 West 88th street, New York City.

Iver Johnson Wheelmen Annual Election.

At the annual business meeting of the Iver Johnson Wheelmen, of New York City, officers for the ensuing term were elected as follows: President, H. Kaiser; secretary, C. Irwin; treasurer, G. Bielefield; captain, F. Woisin; racing committee, C. Akuntus, chairman, H. Kaiser and F. Woisin. The financial report showed the club to be in a flourishing condition, consequently an extensive point system competition, with the handsomest medals yet offered, will be one of the many interesting features for the next season to encourage the growing and ambitious element of the club.

NEW HAMPSHIRE MOTORCYCLE LAW

Heavy License Tax on Dealers Makes Doing Business Burdensome—Private Owners Must Furnish Numbers.

Without any blare of trumpets or other spectacular celebration, in fact as quietly and peaceful as a lamb going to slaughter, New Hampshire, which is one of the New England State group, inherited a new motor vehicle law on January 1, which makes the lot of the motorcycle dealer, in the Granite State, an unenviable one. Not only is the dealer required to pay a fee of $40, for the registration of all machines owned by him or under his control, but he further is mulcted at the rate of one-half the regular registration fee, based on horsepower rating, for each motor vehicle in excess of one which he regularly rents for hire.

The injustice of the extraction of this fee from motorcycle dealers becomes magnified when it is remembered that motor car dealers selling machines costing as high as $6,000, on which the profit is large, pay no more than the agent who handles motorcycles at $400, on a meager commission basis. Motor vehicles are specified to include motorcycles, but here the sidecar and forecar also receive body blows, for they are not eligible for registration as motor cycles, and carry the motor car fees and regulations.

Private owners must pay $3 for registration, which is annual, and carry two-inch numbers, to be furnished by themselves. The holder of a registration certificate may operate a motorcycle without a private operator's license, while the holder of the latter, who need not be an owner, may operate any registered machine.

Sections of the law of particular interest to private owners and dealers in motorcycles follow:

Section 1. "Motorcycle" shall apply only to motor vehicles having but two wheels in contact with the ground, and with pedals and a saddle on which the driver sits astride.

"Motor Vehicles" shall include, automobiles, motorcycles, and all other vehicles used upon highways, propelled by power other than muscular popwer. * * *

"Dealer" shall include every person who actually is engaged in the business of buying, selling or exchanging motor vehicles, on commission or otherwise, or any person who lets for hire two or more motor vehicles.

"Garage" shall mean every place where five or more motor vehicles are stored or housed at any one time, except only such places in which motor vehicles are kept by the owners thereof without payment for storage.

"Automobile" shall include all motor vehicles except motorcycles.

"Operator" shall mean any person who operates a motor vehicle, other than a chauffeur.

"Non-resident" shall apply to residents of States, districts or countries, who have no regular place of abode or business in this State for a period of more than three months continuously in the calendar year.

Section 2.— * * * but no such number plates shall be furnished by the secretary for motorcycles. The horsepower of every motor vehicle sought to be registered shall be determined by the secretary. * * * In determining such horsepower the secretary may employ the rating established by the Association of Licensed Automobile Manufacturers so far as the same may be applicable. * * * The registration of every motor vehicle shall expire at midnight on the 31st of December of each year. * * *

Section 3. A motor vehicle owned by a non-resident of this State, who has complied with the laws of his State, district or country, relating to registration and licensing of motor vehicles, may be operated on the ways of this State for a period not exceeding ten days in any one calendar year without registration. * * * Every such vehicle so operated, shall have displayed upon it, the distinguishing number or mark of the State, district or country in which the owner resides. * * *

Section 4.— * * * The secretary shall furnish at his office, without charge to every manufacturer of, or dealer in motor vehicles, whose vehicles are registered under the provisions of this section, six pairs of number plates * * * but no such number plates shall be furnished by the secretary for motorcycles.

Section 6. Every motorcycle operated in or upon any way shall have conspicuously displayed thereon its register number, so that said register number shall be visible at all times during daylight. The letters N. H. and numerals denoting the year of the registration shall also appear with the register number in characters not less than two inches in height.

Section 12. Every person having control or charge of an automobile or motorcycle, shall whenever upon any public street or way, and approaching any vehicle drawn by a horse or horses, or approaching any horse upon which any person is riding, operate, manage and control such automobile or motorcycle in such a manner as to exercise every reasonable precaution to prevent the frightening of such horse or horses. * * * The person in control of such automobile or motorcycle. * * * shall upon request by the raising of a hand by the driver or rider of such horse or horses, reduce the motive power to a full stop. Upon approaching any intersecting way or a curve or corner in a way, every person operating a motor vehicle, shall slow down and give timely signal.

Section 13. Every person operating a motor vehicle. * * * shall run it at a rate of speed at no time greater than is reasonable and proper under all the circumstances. * * *

Section 14. * * * It shall be conclusive evidence of a rate of speed greater than is reasonable and proper. * * * if a motor vehicle is operated on any way outside of a thickly settled or business part of a city or town at a rate exceeding 25 miles per hour for a distance of a quarter of a mile. It shall be conclusive evidence * * * if a motor vehicle is operated on any way inside the thickly settled or business part of a city or town at a rate of speed exceeding 15 miles per hour for the distance of one-eighth of a mile, or if a motor vehicle is operated on any way upon approaching an intersecting way, or in traversing a crossing or intersection of ways or in going around a corner or a curve in a street or way where the operator's * * * view of the road traffic is obstructed, at a rate of speed exceeding 10 miles per hour; provided, however, that in civil actions this evidence shall be prima facie only.

Section 16.— * * * Any person convicted of a violation of this act, * * * shall be punished by a fine not exceeding $25 for the first offense, and not exceeding $100 for any subsequent offense during any calendar year. * * * Upon a third or subsequent conviction in the same calendar year, the secretary shall forthwith revoke the license of the person so convicted, and no new license shall be issued to such person for at least 30 days after the date of such revocation.

Section 19.—Whoever * * * operates an automobile or motorcycle recklessly or while under the influence of intoxicating liquor, or so that the lives or safety of the public might be endangered, or upon a bet, wager or race, or * * * for the purpose of making a record, * * * shall be punished by a fine not exceeding $100, or by imprisonment not exceeding six months, or both. * * * A conviction of a violation of this section shall be reported * * * by the court or trial justice to the secretary.* * * who shall revoke immediately the license of the person so convicted.

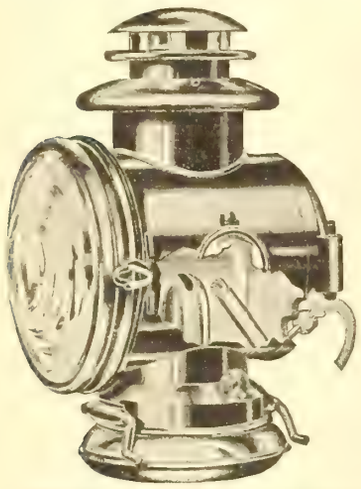
Road Improvements on Pacific Slope.

One can now travel from Lake Cushman, in the heart of the Olympic Mountains, Wash, to the Pacific Ocean by motorcycle. The Government has been quietly working and has completed a wide level trail along the line of the old McNeil survery made in 1882. It is also the intention of the Government to build such a trail from Longmire Springs, near Mt. Tacoma to Mt. Adams on the west side of the Cascades, and thence to Mt. St. Helena. A trail from Hoods Canal to Lake Cushman west through the Olympic reserve to the Quinalt reservation has also been mapped.

The "Motorcycle Boys," a Detroit social club of riders, will give their first annual ball at the Coliseum, that city, Wednesday evening, January 31.

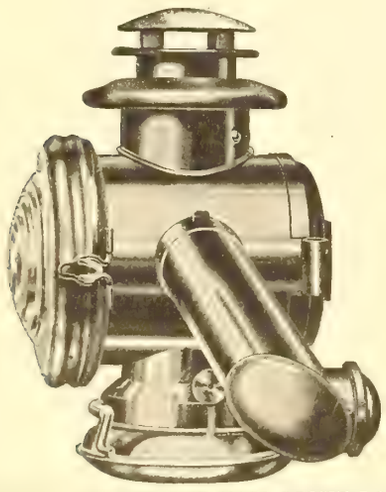
New Lamp For Motorcyclists.

Something distinctly new in motorcycle lamps is offered by the C. T. Ham Mfg. Co., Rochester, N. Y., in their latest Duplex model. Ordinarily it is a sturdy oil lamp, built on the coldblast principle which insures it staying lighted in high winds, and on rough roads, and an acetylene burner



HAM LAMP WITH OIL-ACETYLENE BURNERS

attachment is offered in addition, for converting the lamp into a high power illuminator where a stronger light is required. In other words two lamps in one are obtainable with the use of the acetylene bur-

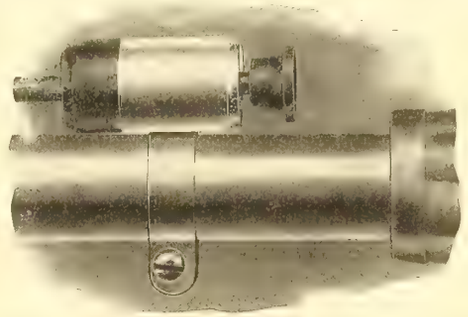


HOW DETACHABLE RED TAIL LIGHT LOOKS

ner attachment. The sectional lamp in the upper illustration shows the application of the acetylene burner, which may be fed from a generator or gas tank. The gas burner may be brought into action simply by turning on the gas, which will ignite automatically from the wick flame, and the wick may be lighted in the same manner by turning it until it comes in contact with the gas flame. The change from one burner to the other can be done while the machine is in motion, it is claimed. The lower illustration shows the red rear signal attachment, which is a tube 7½ inches long with a silvered interior and a rudy jewel at the outer end. The tube snaps on to the left side over the side jewel through which the tube takes its light, making a very effective and easily handled attachment that seems to serve its purpose to the letter.

Connecticut Magneto Cut-Out With Lock.

Since the magneto came into use on motorcycles, the measure of protection afforded against theft of a machine has been less than in the days of the battery system, when the removable switch key provided a removable switch key provided a non in-

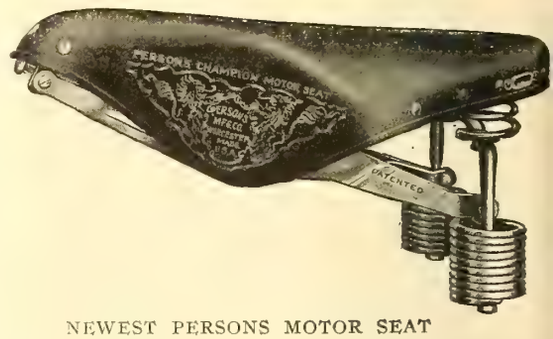


MAGNETO SWITCH WITH DETACHABLE LOCKING KEY

considerable degree of safety from the designs of the "something-for-nothing" gentry. Although magneo cut-out switches have been marketed for some time, it has remained for the Connecticut Telephone & Electric Co., Meriden, Conn., to offer the first apparatus of the sort, embodying a locking system with detachable key, which, when removed, leaves a gap in the ignition circuit, and renders the motor non-starting, while the line is open. Designed for attachment to the handlebar, convenient to the rubber grip, the switch, as the associated illustration shows, is of the "barrel" type, and the key, when in its socket, short circuits the current by a slight thumb pressure. A quarter turn of the key permits its removal from the switch barrel. The Hendee Mfg. Co., has adopted the switch as standard equipment on its 1912 models.

Person's Motorcycle Saddles For 1912.

Larger tops, having increased width, and decreased length, affording that desirable requisite known to saddle makers as sufficient "depth" of seating surface to provide a comfortable and ample seat, will be the stellar features of the 1912 line of motorcycle saddles, which the Persons Mfg. Co., Worcester, Mass., one of the pioneer producers of motor seats, will offer. They will be made in two models, designated as "R" and "S" and will differ in construction only in that the former will not include a front spring. Typical Persons construction is



NEWEST PERSONS MOTOR SEAT

exemplified in the illustration of the Model "R." The tops measure 12½ inches across the cantle, and in combination with the decreased length, are stated to be particularly desirable for tandem use. Other refinements over previous models include increased clearance between the lower rear springs. All solid parts are drop forgings. Of course the Persons patented compound rear spring suspension is used. Both models have divided trusses to straddle frame tubes and afford low riding position. Altogether the Persons line is most attractive in character, and should make a hit.

FISK MOTORCYCLE and BICYCLE TIRES
THE FISK RUBBER COMPANY
Dept. E Chicopee Falls. Mass.
Direct Factory Service in 35 Cities



GUARANTEED to do the work in cuts or digout of casing or mend punctures in tubes.
ASK YOUR JOBBER
Price $1.50
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"DUCKWORTH"
The Quality Chain of America. Made of extra high grade steel. Specially treated. They have the wearing qualities.
DUCKWORTH CHAIN & MANUFACTURING COMPANY, Springfield, Mass.



Strongly Guaranteed

Practically Perfect

The 1912 New Departure Coaster Brake

HAS IMPROVEMENTS THAT WILL PLEASE YOU

The New Departure policy is to improve. Our salesmen and demonstrators are instructed to carefully look into any complaints of the dealers. Such complaints are thoroughly investigated by a staff of expert mechanics at the factory and in this manner any faults existing are corrected and improvements are constantly being made. The 1912 model shows a greater number of such improvements than any previous model. Tests by ourselves and by dealers and riders justify us in claiming that the present model of New Departure coaster brake is practically perfect and perfectly practical, never failing to operate, strong beyond all requirements and better made, better finished than ever before.

We are not only giving you, Mr. Dealer, a vastly improved coaster brake, but our line of trade helps for 1912 is more extensive and expensive than previously offered. These trade helps are furnished free and we prepay transportation also. If you havn't already ordered an assortment, write in today.

Have you received the New Departure calendar for 1912? Sent only to dealers who write for it on their letter heads.

THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

Coaster Brake Licensors

OUR CHICAGO SHOW NUMBERS

WILL BE ISSUED

February Third and Tenth

¶We have been told that our forecast and description of the New York Show was the best one published.

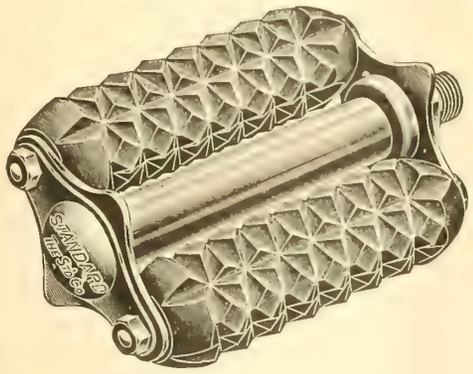
¶The Chicago Show, the largest exhibit of motorcycles and accessories, will be given the same careful attention by our editors.

¶Advertising copy, cuts and instructions should be sent to us at once.

THE BICYCLING WORLD (FOUNDED 1877) and MOTORCYCLE REVIEW

Insuring Comfort to the Motorcyclist

and Adding Pleasure to the Day's Ride



by equipping the motorcycle with

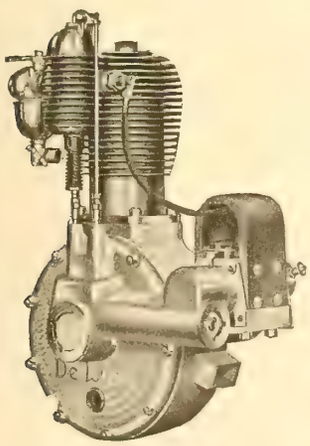
No. 3 STANDARD MOTORCYCLE PEDALS

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. You know what that means.

Our Products for the Cycle Trade Include:
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY
TORRINGTON CONN.

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

Equipped with Bosch Magneto.

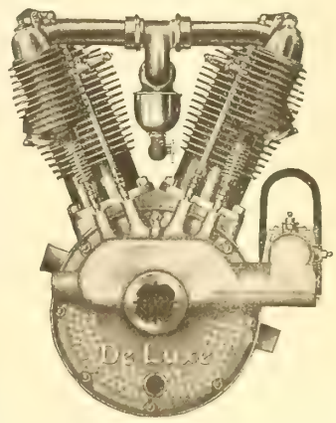
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder
Five H. P. Single Cylinder
Seven H. P. Twin Cylinder
Nine H. P. Twin Special

PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

We shall exhibit at the Chicago Automobile Show



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Makes Tires Puncture Proof

There's money in selling Neverleak, because Neverleak is not only a big favorite among bicycle riders, but it is also the only legalized tire fluid sold today.

You get fine premiums with Neverleak—premiums that are really worth having—not a poor one in the lot.



Now is the time to renew your stock of Neverleak. Bicycle time isn't so very far away. See your jobber about it or write us today for prices and premium offer.

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Buffalo, N. Y.

$25.00 for information about any dealer or repairman using or handling any Compound, Powder, Fluid, or Semi-Liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our Neverleak Patents. Write for conditions under which the above reward will be paid.

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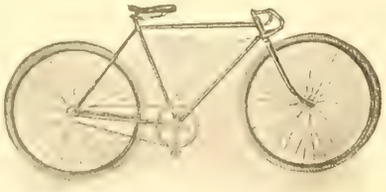
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¶Accuracy and uniformity are absolutely essential. We are in a position to guarantee both as our long experience has taught us just what is needed.

¶We have been making motorcycle cylinder castings since the inception of the motorcycle industry. Write and let us know your requirements.

MANUFACTURERS FOUNDRY CO., Waterbury, Conn.

Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

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"Always There"

SPLITDORF IGNITION is a world's standard, and the keenest competition has demonstrated for all time its TRUE MERIT.

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SEE THAT YOU INSIST UPON SPLITDORF EQUIPMENT.

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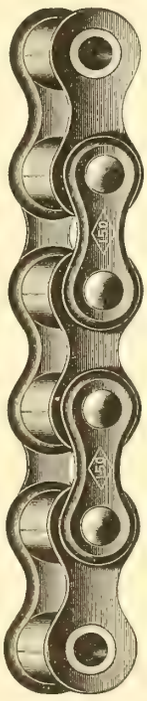
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Diamond Motorcycle Chains do their work right in bad weather as well as good and are in every way a mighty good investment in a place where it pays to be careful.

We recommend the following for motorcycle work:

For main drive, Diamond No. 150 Roller Chain
For starting, Diamond No. 29 Block Chain

Of course, we make other sizes. Better start with Diamond Chains than come to them later.

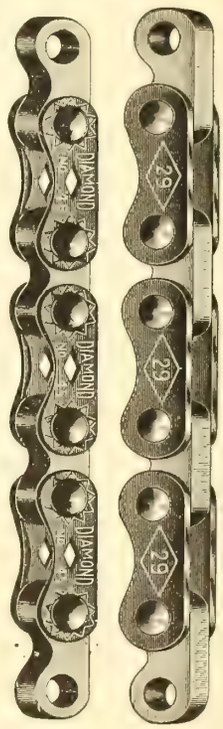
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4 cyl., 7 H. P. motor; Bosch magneto; Enclosed chain drive; Starts with a crank; Grip control.

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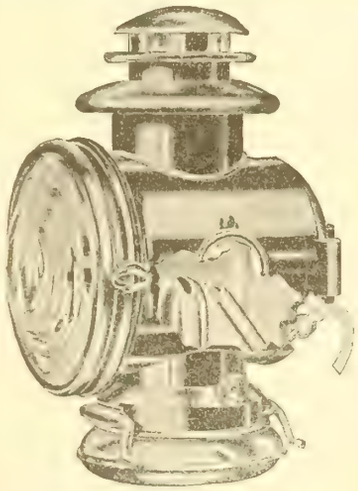
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are the most suitable bearings for motorcycles; they withstand vibrations, due to the strong cage and large number of balls.

Schafer Ball Bearings are used exclusively on high grade products such as the renowned **Minneapolis Motorcycles** and two speed gears, **De Luxe Motors** and two speed gears.

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Unquestionably the Best

Ride One and See

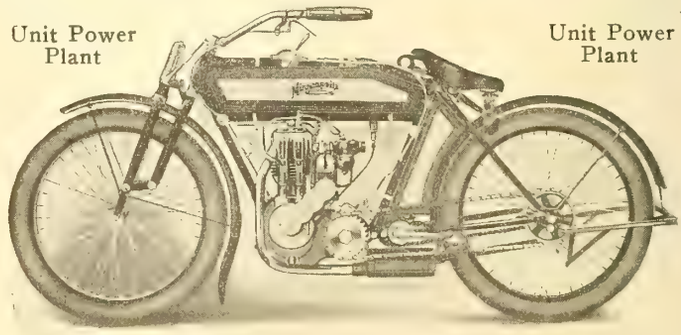
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RELIABLE — QUICK — EFFICIENT

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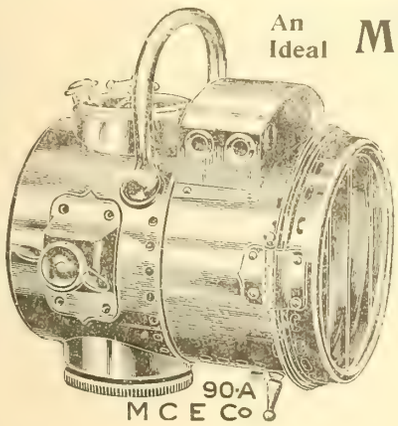
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"The Consummate Motorcycle"

equipped with the famous overhead valve Waverley motor, cushioned frame, mechanical oiler and cast aluminum muffler. Write for descriptive folder.

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Tucker Rims
HAVE QUALIFIED
THE TUCKER WOOD WORK CO., SIDNEY, OHIO

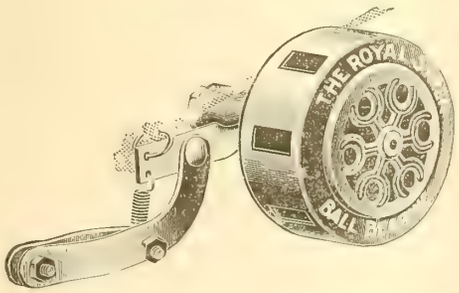


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Special Motorcycle Types

Sparks in Water

The fact that the "Reliance" plug "Sparks in Water" proves that it can't be short circuited.

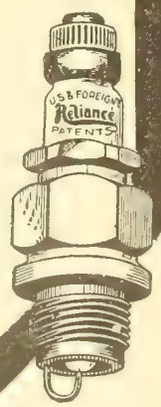
As an automobile, motorcycle or motor boat owner, you will instantly appreciate the overwhelming importance of this one great point. Beside it other claims sink into insignificance.

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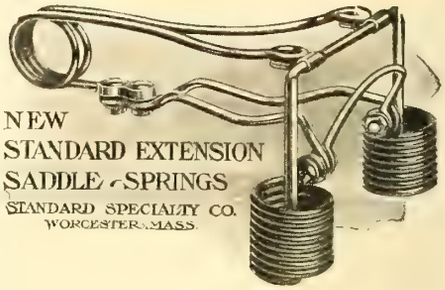
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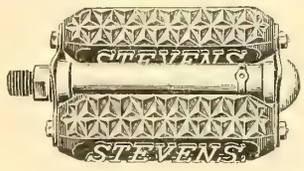
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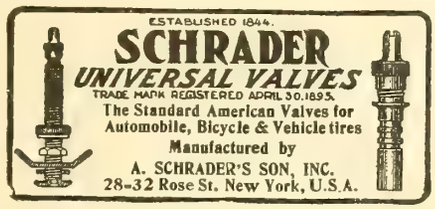
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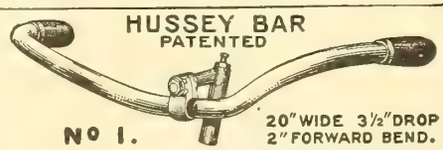
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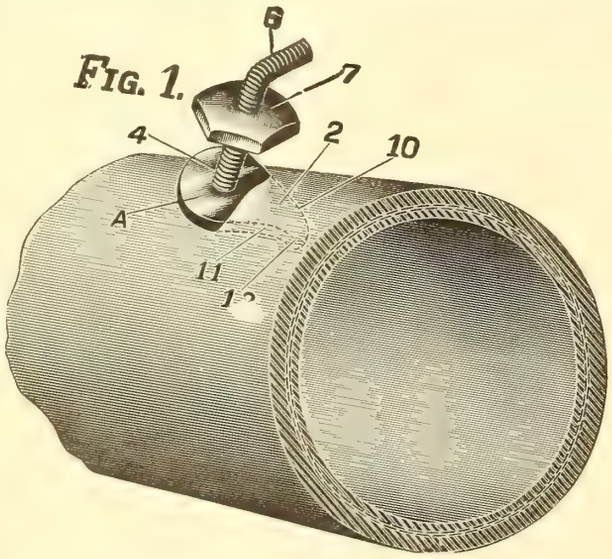
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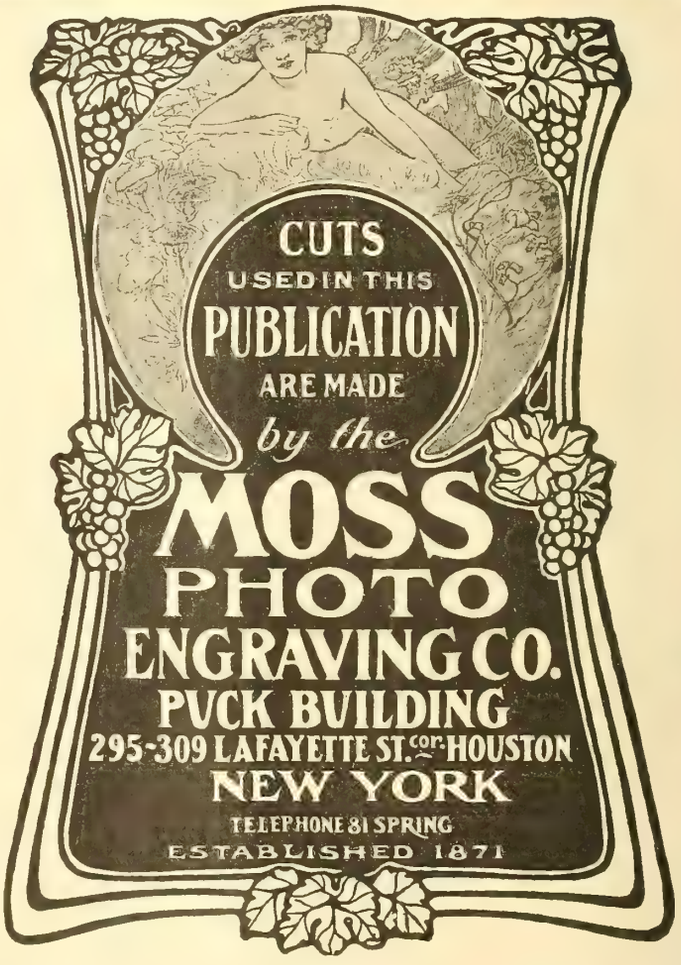
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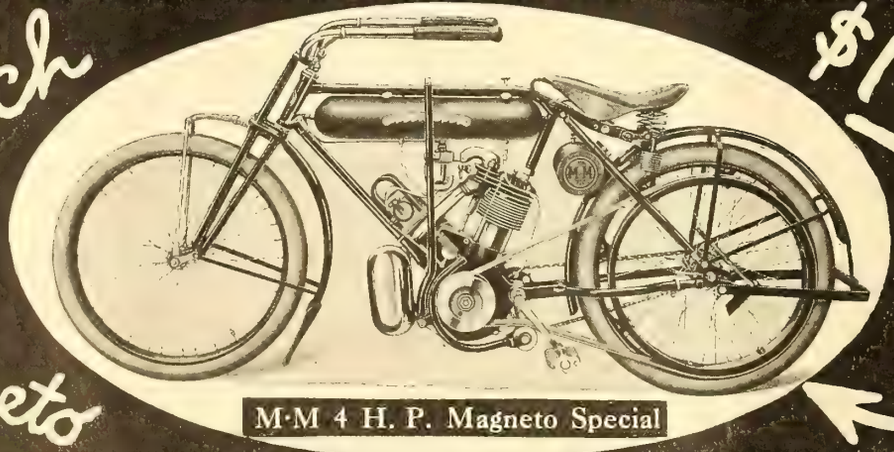
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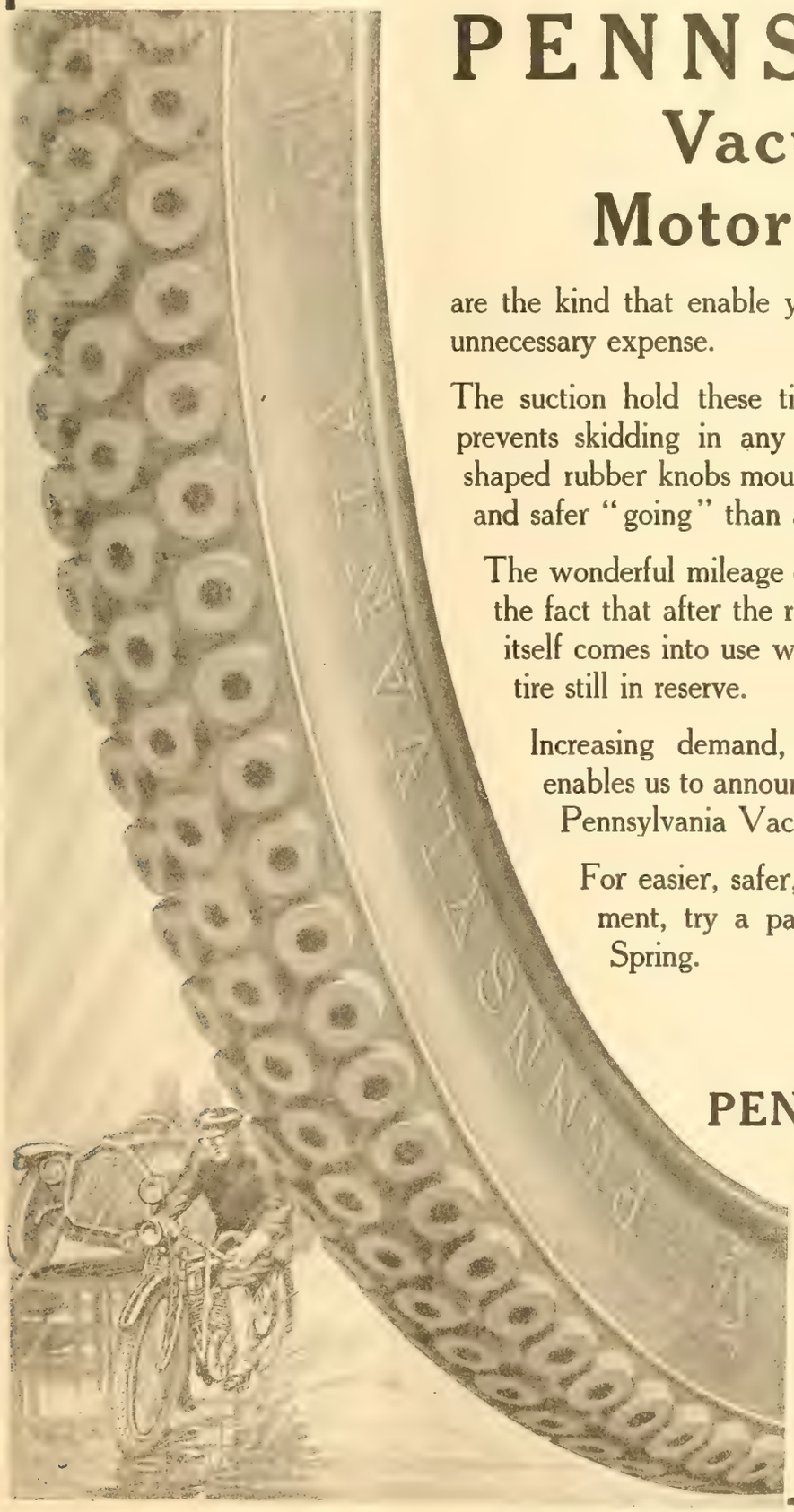
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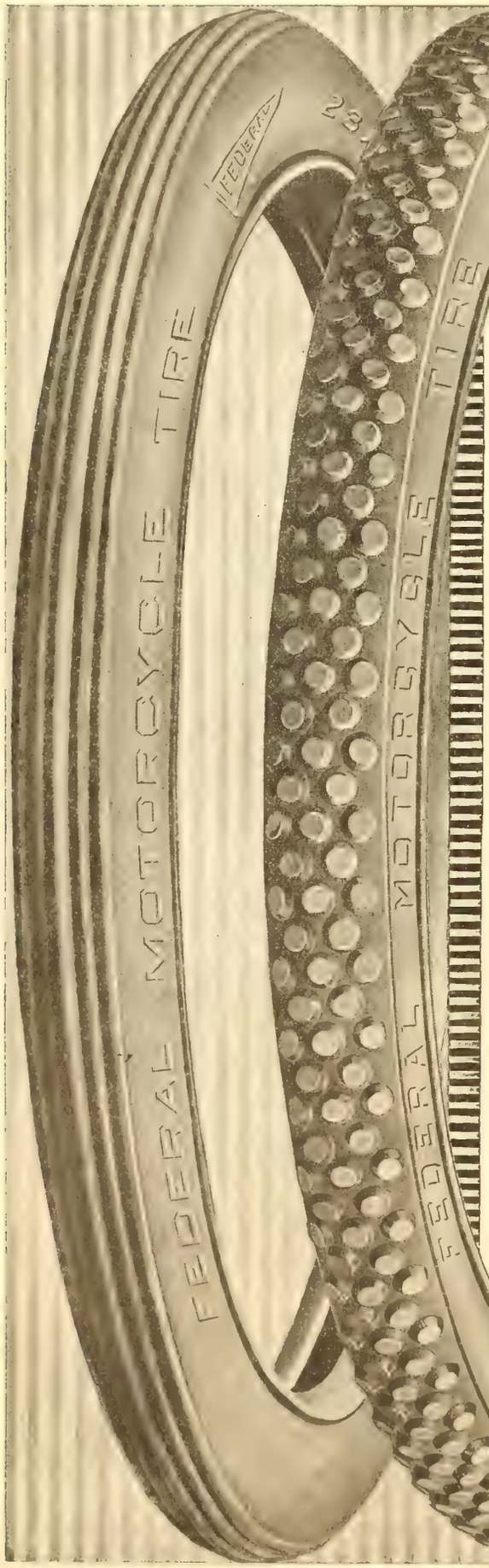
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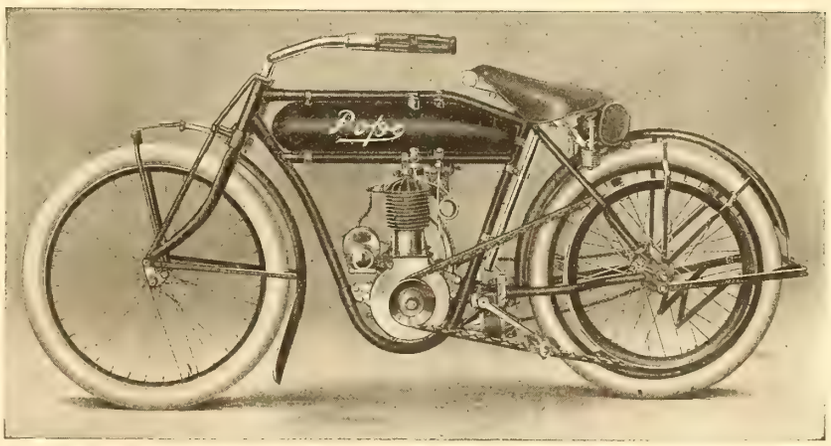
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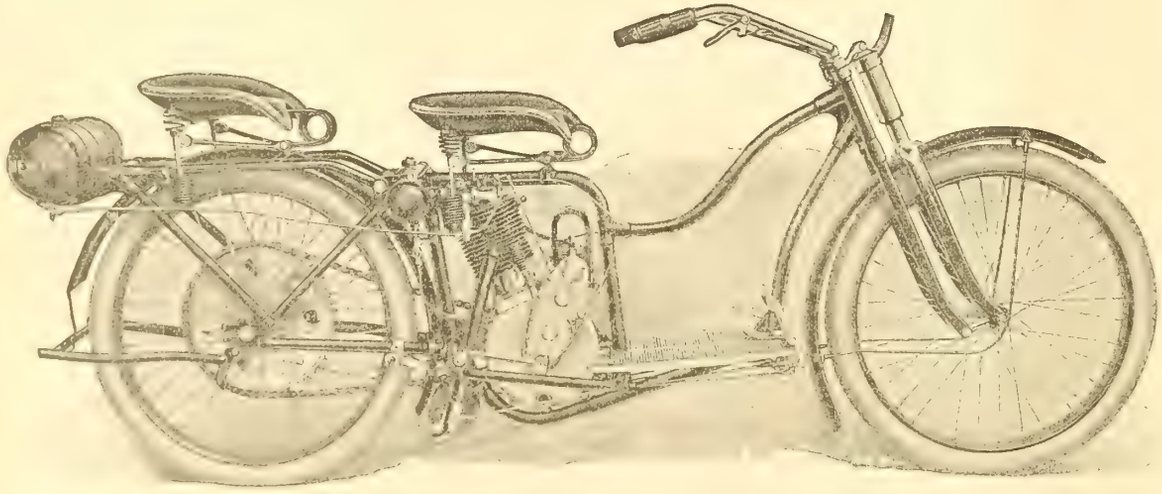
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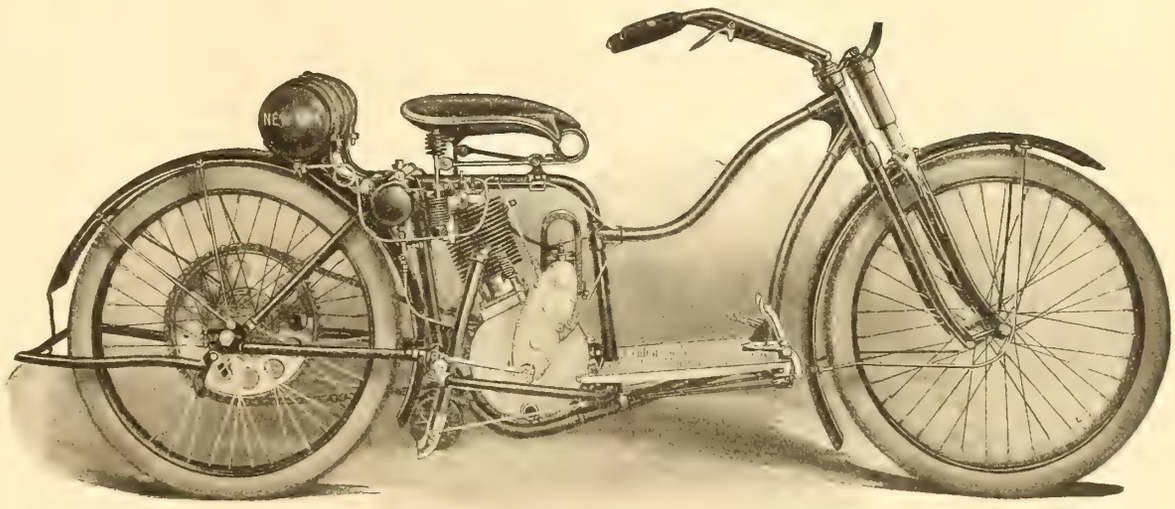
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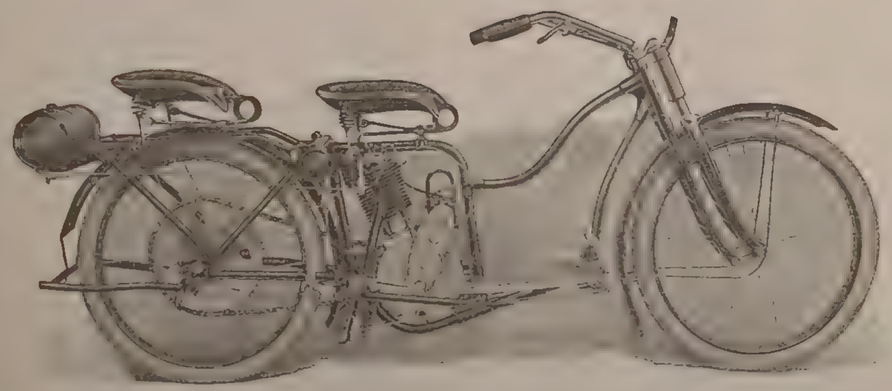
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Send for our catalog. It explains the machine in detail.

Join the Cheerful Riders!

When a rider passes you with that satisfied look on his face there's some reason for it. He's cheerful because he has confidence in his machine. He knows he can go "anywhere, under any condition;" that his two speed gear will take him up any hill or bowl him along on the level like an express train; that his hand cranked motor does away with all that back-breaking pedaling and that the three point suspension form seat and foot boards ride like a chair. He's not only comfortable in body but his mind is at rest. He knows he can "bank" on the construction of such a machine. And the cause of all this satisfaction? It's a

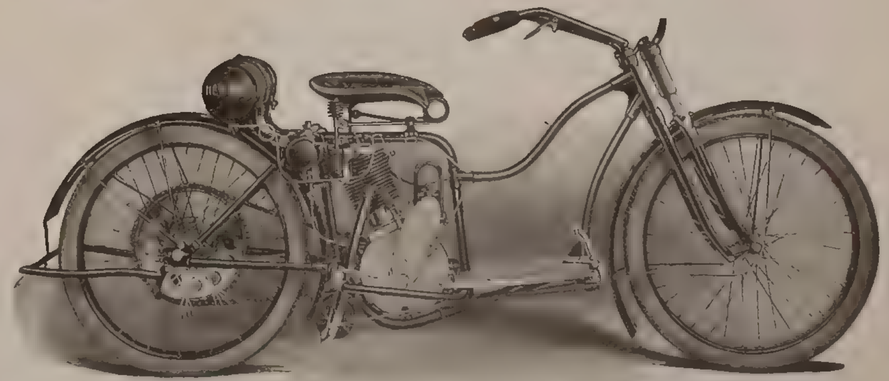
"Anywhere Under Any Condition" NEW ERA "Anywhere Under Any Condition"



- Two Speed Gear.
- Hand Cranked, Ball Bearing Motor.
- Foot Boards.
- Large Form Seat.
- Mechanically Operated Valves.
- Most Efficient Magneto Used on Any Motorcycle, Bosch D. U. 1 Model 5. Full Efficiency Spark on 55 R. P. M. delivered on retard.

4 H. P. Roadster, Two Passenger

- Improved Spring Fork.
- Pressed Steel Tanks.
- Largest and Strongest Roller Chain Used on Any Motorcycle.
- Heaviest Rims Manufactured.
- Large Internal Band Brake.
- Double Oiling System.
- Timken Roller Bearings in Rear Hub.
- Foot Control of Two Speed Gears.



4 H. P. Roadster, Single Passenger

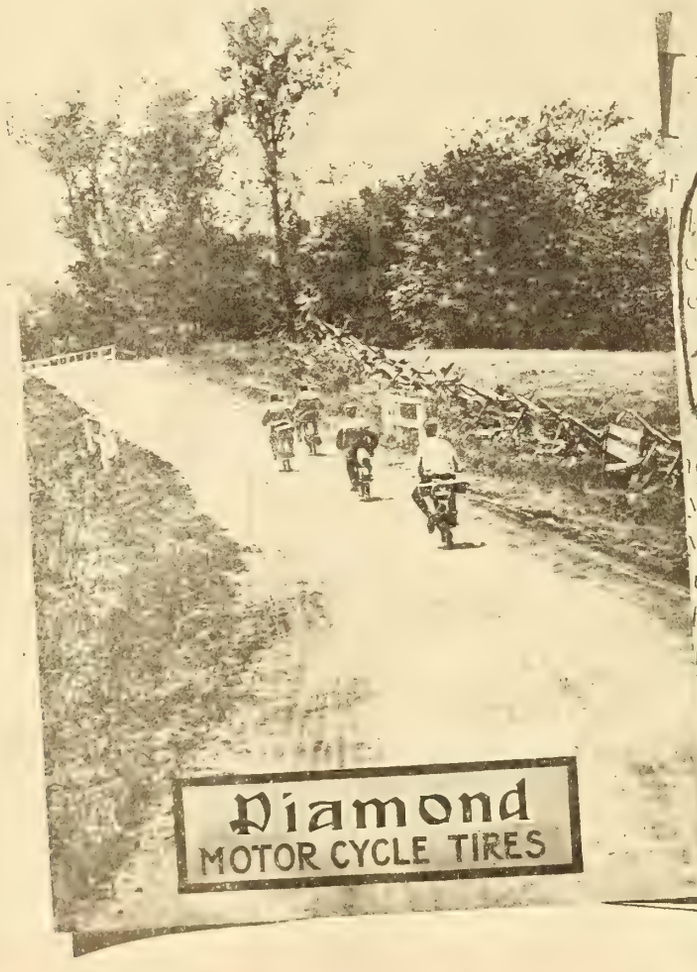
Look Us Up at the Chicago Show, Spaces 442, 443, 444.

Some good territory still open for agents. Write for proposition.

NEW ERA AUTO-CYCLE CO., 2 Dale Ave., Dayton, Ohio

Send for our catalog. It explains the machine in detail.

Send for our New Catalogue which tells you Why Diamond Motorcycle Tires are the



N fourteen years of tire making we have never built better tires than Diamond Motorcycle Tires for 1912. All the experience and gained in these fourteen years been put into Diamond Motorcycle Tires to make them the

Longest Wearing, Easiest Riding motorcycle tires ever built.

They're tires you will want to ask by name at your dealer's store. You will want to specify them on your new machine. All leading manufacturers furnish them when specified.

A large part of our success has been due to the fact that before making motorcycle tires we found out what you needed, Mr. Motorcyclist, and then we gave it to

THE DIAMOND RUBBER CO.,
Akron, Ohio.

I want to get the most mileage from tires —I prefer easy riding. Send me your 1912 catalogue which gives full information on these points.

I ride.....

I sell.....

Name .....

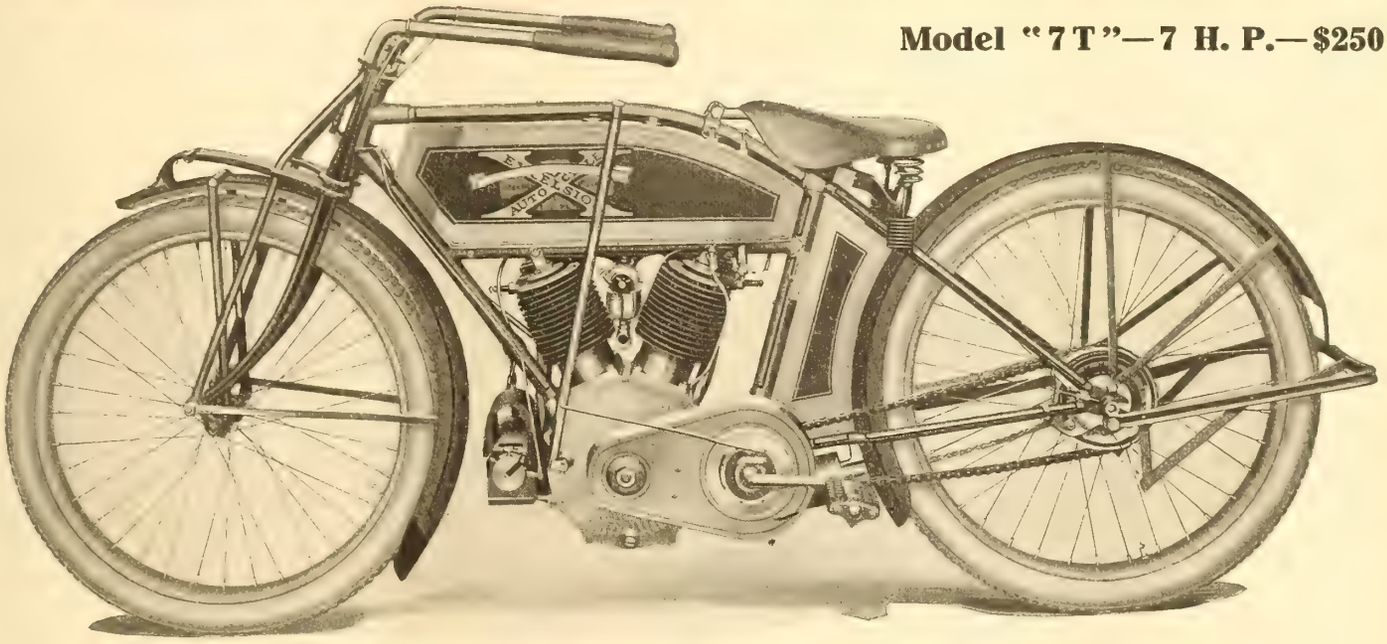
City and Street.....

State .....

(B. W.)

EXCELSIOR AUTO CYCLE MOTOR MFG. & SUPPLY COMPANY CHICAGO ILL.

Always Makes Good.



Model "7 T"—7 H. P.—$250

THE GREATER EXCELSIOR

"The Good Old X" built better than ever through increased facilities and ample resources and backed by a more liberal guarantee and even stronger support of the dealer and rider than heretofore. We shall continue the distribution of the

EXCELSIOR AUTOCYCLE

through established dealers only and shall aid and support them by an aggressive campaign of general publicity. The powerful organization now behind the EXCELSIOR AUTOCYCLE enables the procuring of the best of material and skilled engineers and workmen, resulting in the production of a machine that is better than ever in Design, Material and Workmanship.

Six Models for 1912, ranging in price from $175 to $250. Twins, 6 and 7 H. P. respectively; singles, 4 H. P., Belt and Chain drive, all with free motor clutch and every up-to-the-minute improvement and refinement.

Live Dealers Take Notice

The New York Show pretty thoroughly closed up the Eastern territory but there are still some good openings in the West for live dealers who appreciate the value of sterling quality backed by a powerful organization of experience, capital and factory facilities.

Our 1912 catalog tells the whole story of Excelsior Excellence. Write for it NOW.

EXCELSIOR MOTOR MANUFACTURING AND SUPPLY CO. 2200-2260 Union Street CHICAGO, ILLINOIS

"Saw it in Bi-World." Say that when writing to advertisers.

"THE LIGHT UNIVERSAL"

Equip Your New Machine with the Best Light on the Market

PREST-O-LITE

PREST-O-LITE
The Light Universal

A cheap generator light is always expensive in the long run. It is annoying also, but above everthing else—DANGEROUS.

One accident due to poor light will convince you that the BEST light to be had is the cheapest.

The time to get Prest-O-Lite is when you buy your machine. Don't wait until you have discarded a generator—buy the Prest-O-Lite first and save the generator cost.

Before you buy your machine ask the manufacturer about Prest-O-Lite.

Write for our new catalogue.

Makers of
Prest-O-Lite Gas Tanks,
Prest-O-Welder,
Prest-O-Starter,
Prest-O-Tire Tubes,
Prest-O-Tire Tanks,
Prest-O-Liter.

The Prest-O-Lite Co. 245 E. South Street Indianapolis, Indiana

10,000 EXCHANGE STATIONS, 26 BRANCHES, 13 CHARGING PLANTS

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Denver, Detroit, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburgh, Providence, St. Paul, San Francisco, Seattle.

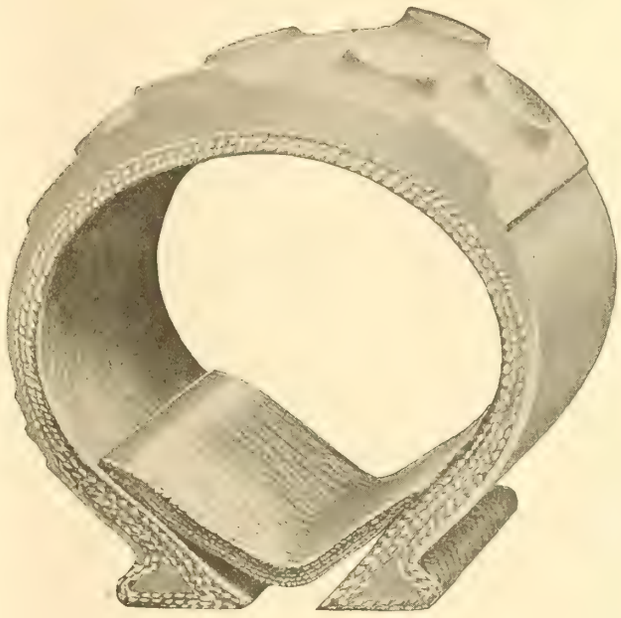
CHARGING PLANTS: Atlanta, Cleveland, Dallas, E. Cambridge, Hawthorne, Ill.; Indianapolis, Long Island City, Waverly, N. J.; Los Angeles, Minnesota Transfer, Oakland, Omaha and Seattle.

FOREIGN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Can.; Vancouver, B. C.; City of Mexico; London, Eng.; Berlin, Germany; Australia.

EXCHANGE AGENCIES EVERYWHERE

Continental-Erie

MOTORCYCLE TIRE



Made right to give lasting service. Used as standard equipment on the Emblem, Excelsior, Harley-Davidson, Flying Merkel and Yale machines—enough said.

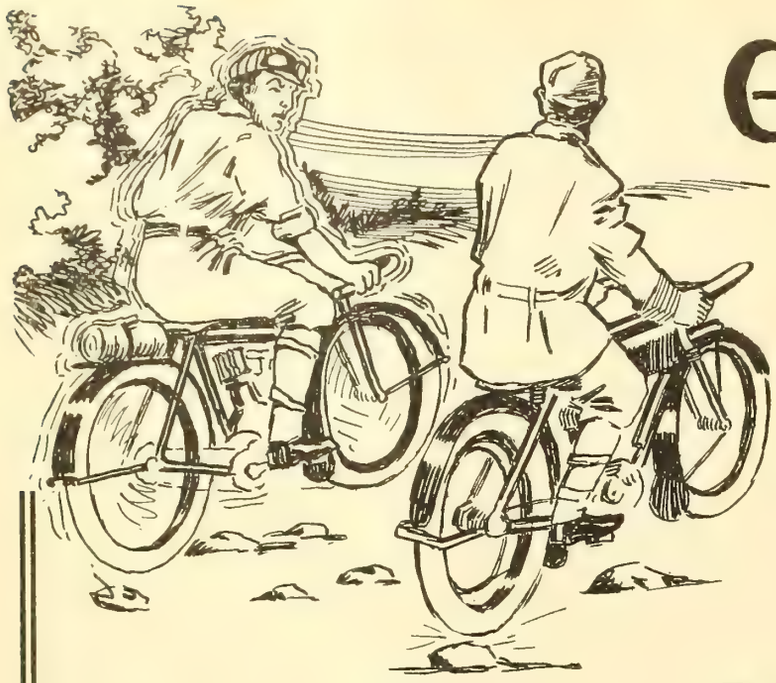
Ask Your Jobber—He Knows

Continental Rubber Works

New York Branch
35 Murray St.

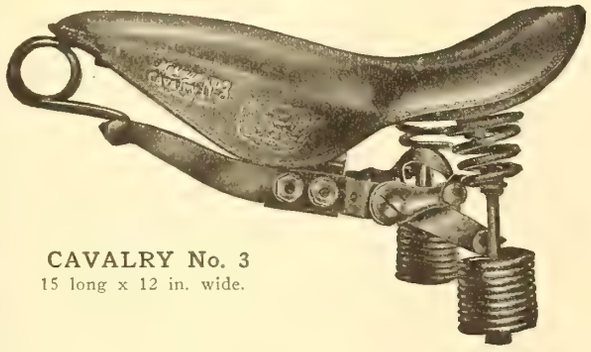
ERIE, PA.

Chicago Branch
121 N. Canal St.



Get a Mesinger!

No Frills, But Facts



CAVALRY No. 3
15 long x 12 in. wide.

Mesinger Motorcycle Saddles

ARE NO EXPERIMENT

The Tops and Spring Parts Are Guaranteed for One Year

MOTTO

"Ask the Rider and Watch Him Riding"

Proof of Saddle Stability

We make more Motorcycle Saddles than any other manufacturer.

Our Factory does not need a Repair Department.

The NarrowPommel, a special feature cannot be equaled.

You avoid Saddle Troubles by specifying the Mesinger.

Mesinger Cavalry No. 4 cannot be Equaled for Touring.

Winner of many Tourist Trophies.



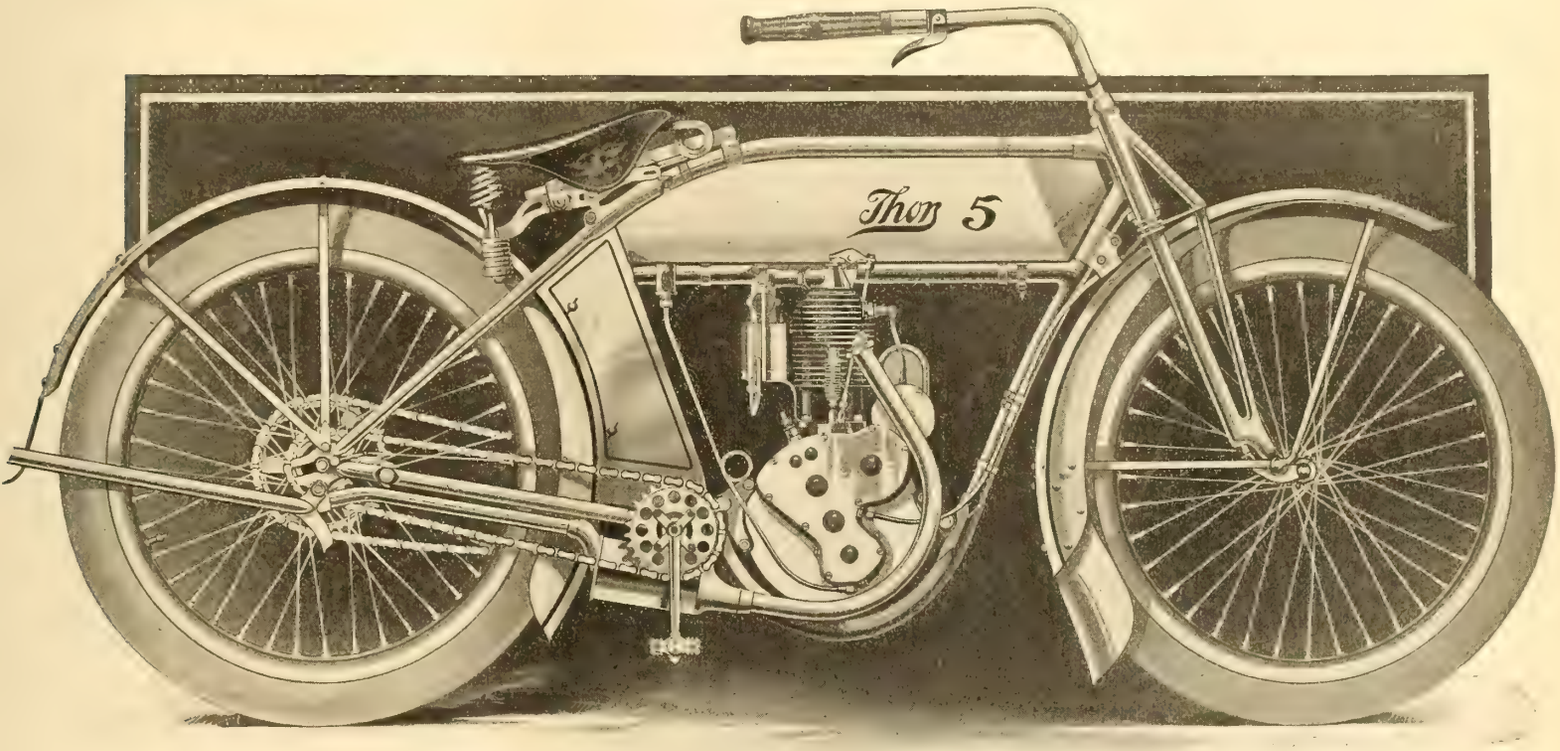
STANDARD No. 4
14½ long x 12 in. wide.
With open front for low position.

H. & F. MESINGER MFG. CO.

1801-1807 First Ave.
NEW YORK

Thor

NEW MODELS ARE HERE— SIX DIFFERENT MODELS AND EACH ONE A LEADER



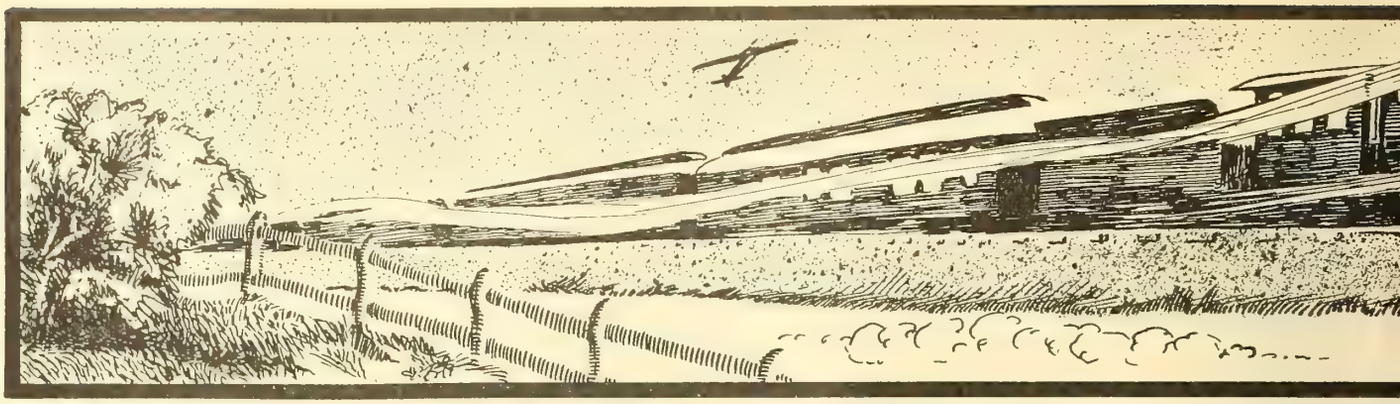
HERE IS ONE OF THE SIX, MODEL "W" AT $225

THOR 5 H.P. single cylinder, magneto ignition, chain transmission, with THOR ball-bearing free engine clutch, regular equipment. Model X belt transmission.

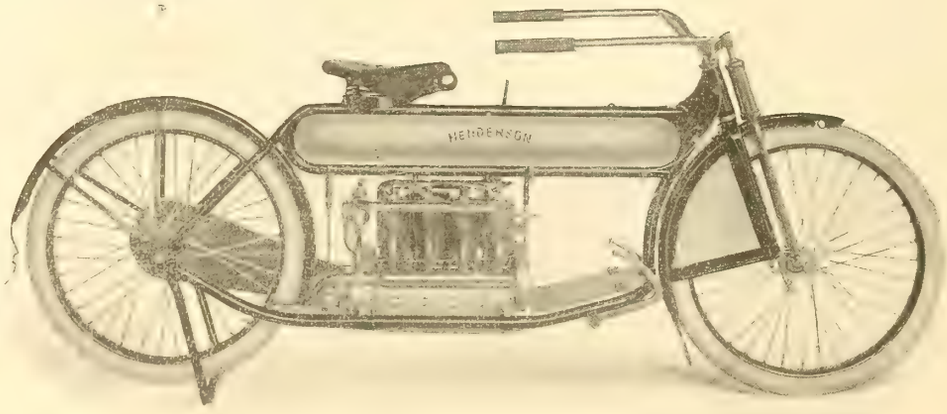
If you want to see the finest motorcycle and the biggest values for the money that ever were offered, write today for catalog. *Thor* dealers by all means get your orders in now. We have a special proposition for new live dealers in open territory.

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building — A. FREED, Pacific Coast Distributor, 1440 Market Street, San Francisco, Cal. — Chicago, Ill.

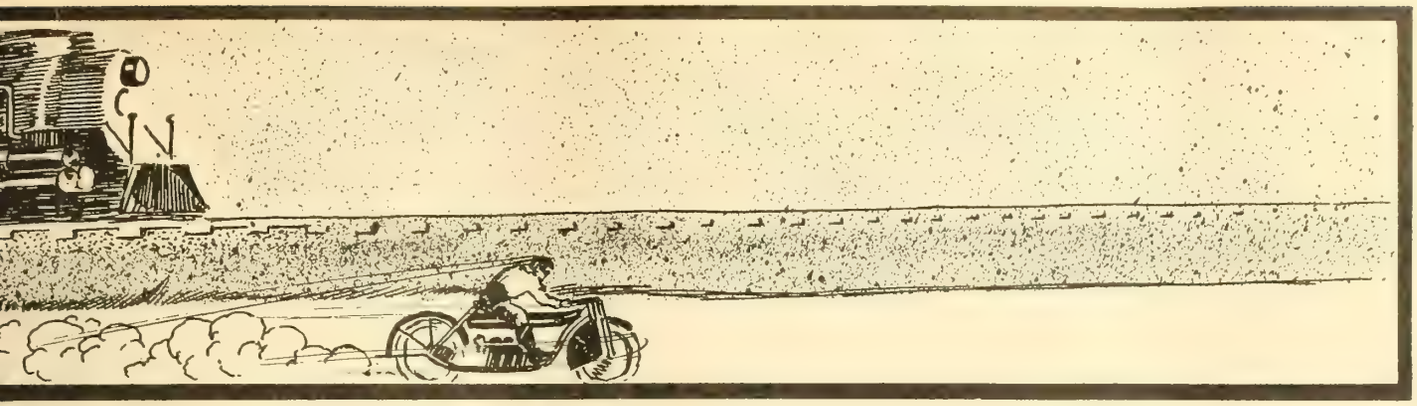


The HEND



Noiseless
Vibrationless
Enclosed Flywheel
Low Center of Gravity
It Holds the Road
Eclipse Free Engine Clutch
Perfect Cooling
Positive Lubrication
Folding Starting Crank
No Projecting Parts
Bosch Auto Type Magneto
Enclosed Chain Drive

HENDERSON MOTORCYCLE COMPAN



ERSON 4 CYLINDER

A motorcycle possessing "get there" qualities in combination with beauty of design, cleanliness and strength.

The HENDERSON has the good points that discerning purchasers of motorcycles are now demanding. Flexible power is beginning to be a vital essential. The power of the HENDERSON is so applied that one can throttle down upon approaching a steep hill and then eat it up in such a way that the rider is tempted to believe someone has moved the hill.

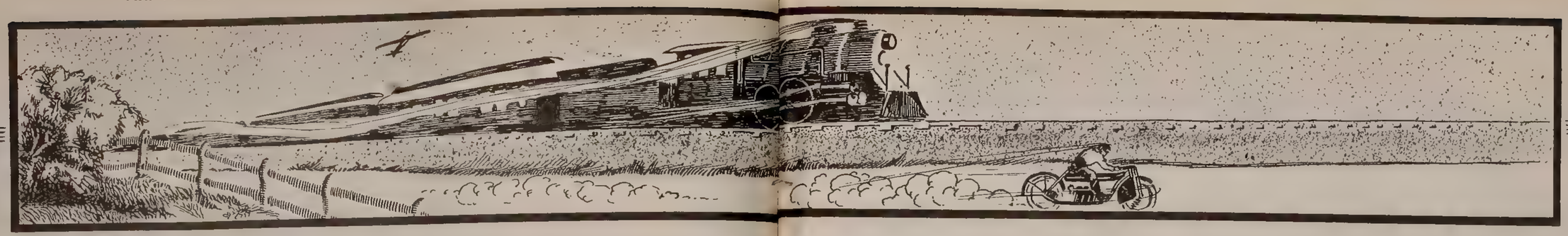
The lack of noise and vibration make it popular with people who want the best. Its low center of gravity, easy handling and easy riding qualities, combined with its great power, gives the rider a new sensation of smoothness and complete motorcycle satisfaction that he has heretofore been unable to obtain.

DEALERS

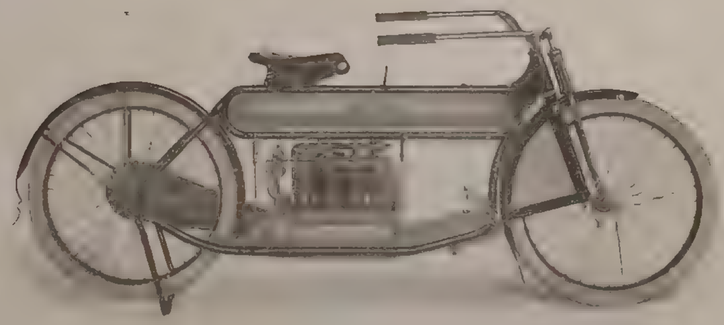
Right now, you are impressed with the idea of sending for our catalog and agent's proposition because the HENDERSON 4 cylinder looks good to you. While the thought is still active, sit right down to the job of mailing postal and request for all information. Do it immediately.

$325

72 Jefferson Avenue, Detroit, Michigan



The HENDERSON 4 CYLINDER



Noiseless
Vibrationless
Enclosed Flywheel
Low Center of Gravity
It Holds the Road
Eclipse Free Engine Clutch
Perfect Cooling
Positive Lubrication
Folding Starting Crank
No Projecting Parts
Bosch Auto Type Magneto
Enclosed Chain Drive

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DEALERS

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$325

HENDERSON MOTORCYCLE COMPANY, 272 Jefferson Avenue, Detroit, Michigan

B 170 Seat part has carefully moulded steel base, is amply and comfortably cushioned and covered over all with substantial leather.

Spring-framing includes the BROOKS PATENT COMPOUND SPRINGS, and is practically identical with the well-known B104.

Particularly low built, it is shaped on anatomical lines, and—you sit IN it rather than ON it.



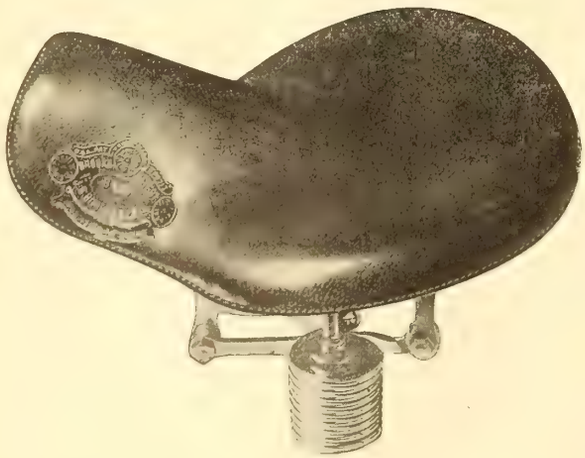
Two new models of the

BROOKS—

the original and only genuine compound-spring saddle.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, Eng.

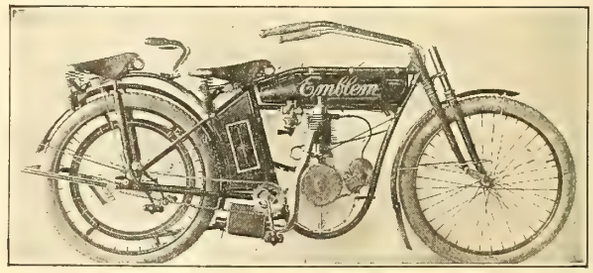
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren Street, New York



B 400 Note position of compound-springs, which are placed immediately under the weight-carrying portion of the seat, which latter is not hinged to any fixed point at the peak, but constrained to move in a true vertical direction. This position, in conjunction with the compensating action of the spring, means unlimited elasticity without bounce. Seat part is comfortably cushioned and covered with substantial leather, has steel base carefully moulded on anatomical lines, and, again—you sit IN it rather than ON it.

The Ever Economical

EMBLEM



Here's the Kind of Day In and Day Out Service You Expect of a High Grade Machine and Get With an Emblem:

Western and Southern Life Insurance Co.

Kenton, O., Jan. 28, 1912.

Gentlemen:—I purchased from your agent here a 4 H. P. Emblem motorcycle June 10, 1911, and have used it in my life insurance business to the extent of better than 5,000 miles. My total repair bill was 25 cents for one platinum point spring and packing for left fly wheel. I still have a **new** machine and wouldn't trade my machine for anything I have seen in the motorcycle line up to date.

(Signed) J. E. PELKIE, Asst. Supt.

"Emblem Service Is Satisfactory"

Write Today for Territory and Terms.

EMBLEM MANUFACTURING CO.

Member M. M. A.

Angola Erie County New York

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.

FISK

MOTORCYCLE

TIRES

FISK Motorcycle Tires, under intelligent usage, will not blow out, rim-cut nor will the tread become loose from the fabric. It is not unusual for them to run 5,000 miles and still be in perfect condition.

They are of the regular automobile type construction and furnished with the Fisk Superior Pure Para Inner Tube.

The GRIPFAST MOTORCYCLE TREAD positively prevents skidding. It grips the muddy road and holds fast. Spills are of rare occurrence. This tire will carry you through heavy going where machines equipped with other types would stall.

The BAILEY TREAD has all of the advantages demonstrated by this reliable construction in automobile use and our CORRUGATED TREAD is unexcelled for all-round conditions.

Motorcyclists who have used and experimented with many makes pronounce Fisk THE BEST.



BAILEY TREAD

DEALERS who are seeking a Motorcycle Tire that will stand up to heavy work can rely upon the Fisk to meet the severest test, and will find it to their advantage to have a complete stock always on hand.

THE FISK RUBBER CO.

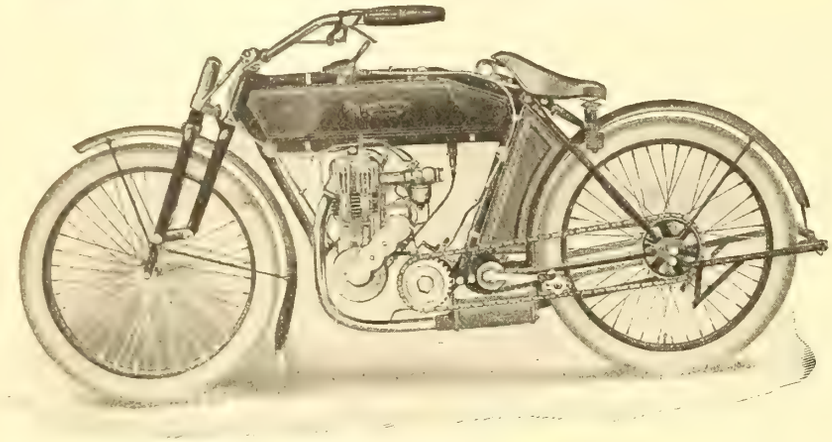
Dept. E **Chicopee Falls, Mass.**

Direct Factory Branches in 35 Cities

THE SENSATION OF THE NEW YORK SHOW

Big 5 Minneapolis Auto-Cycle

At Last—A PERFECT SPRING FRAME That Insures Comfort to the Rider and Long Life to the Machine



Saw Blade Steel Clutch Discs enclosed and running in oil.

Ball Bearing Release, of course.

Control Lever on handlebar constantly in touch with the driver's fingers.

NO OTHER LIKE IT

Choice of Transmission
Extra Heavy Roller Chain or 2 1-8 in. Flat Belt

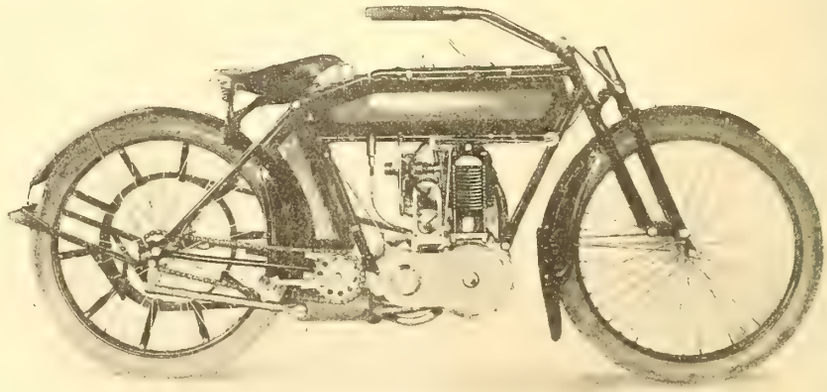
Model N Big 5, $285. With Spring Frame, $300
(Unit Power Plant)

Low Saddle Position
Extra Heavy Spokes

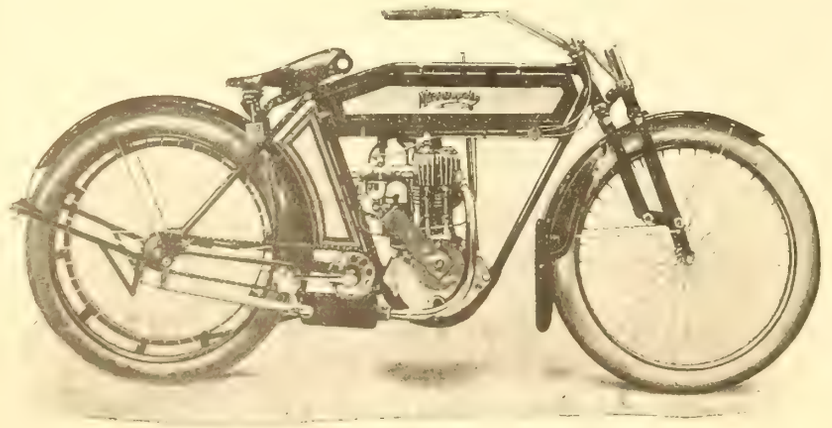
Side Splashers on mud guards.

Nothing left out that could better the machine.

Positively the most reliable oiling system ever devised.



A Two Speed Belt Drive



A Popular Priced 5 H. P. Belt Drive
With or Without Spring Frame

The Best Line on the Market Today

Tri-Car Delivery Van

Now Ready for Delivery.

Live dealers write or wire us for information regarding our exclusive agency proposition.

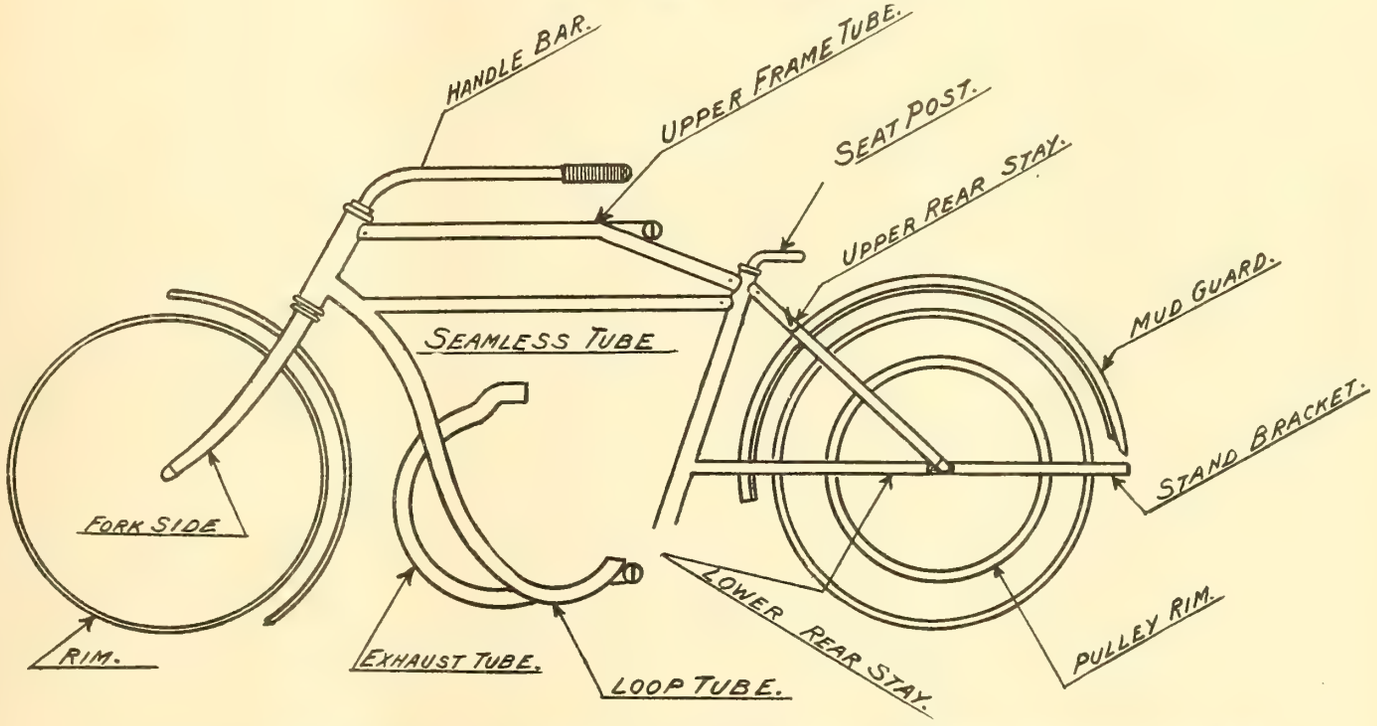
Meet Us at the Chicago Show, Space 79, and Make Your Own Comparisons.

MINNEAPOLIS MOTORCYCLE COMPANY, 517 So. 7th Street, Minneapolis, Minn.

"STANDARD"

SEAMLESS STEEL

TUBING



THE BACKBONE OF YOUR MACHINE

is the *tubing* of which it is constructed.

The *boast* of the *largest* motorcycle manufacturer is that he has *never* had a frame go wrong in *ordinary* usage and this manufacturer uses *"STANDARD"* Tubing entirely; also our rims, mudguards and pulley belt rims.

At the recent Madison Square Garden Show, New York City, *sixteen* motorcycle exhibitors displayed sixty-five models. Of the sixty-five models, *fifty-seven* were made in whole or in part of *"STANDARD"* Tubing.

Fourteen of the sixteen exhibitors, the country's *best* and *largest* motorcycle manufacturers, use *"STANDARD"* Tubing and price is *not* their reason—it's *quality*.

They have tried *other* tubing but it *failed*. It did not give the *combination* of *lightness, strength* and *finish* that a *first class* motorcycle frame requires and which the use of *"STANDARD"* Tubing *insures*.

When you order your machine, it *would* be well to ask what tubing it is made of, or better still write us and we will tell you *who* uses it.

Remember the *strength* of the *frame* and *rims* of your motorcycle *dictates* its capacity to carry *heavy* loads or to *"Speed her up."*

THE STANDARD WELDING COMPANY
CLEVELAND
NEW YORK
CHICAGO
DETROIT

See Our Exhibit at Space No. 28 Coliseum Gallery, Chicago January 27th to February 10th.

What Our 13 Years Saves You Motorcyclists



Motorcycle Tires Built on No-Rim-Cut-Tire Machine
Extra Service — No Extra Cost

When you buy a new machine, or re-equip your old, you can now have tires that are *past the experimental period*—tires that are based on over 13 years auto tire-building experience—tires that are as nearly perfect in their rendering of service as any pneumatic tire can be. And at no additional expense to you.

With Goodyears at your command, it is folly to *experiment* with *motorcycle* tires.

Tested Tires—Thicker Treads

Year after year—on tire testing machines—we have proved out every fabric and formula, every method and theory for adding to tire worth. We perfected the No-Rim-Cut Auto Tire. The sale of this tire now exceeds every other type of tire.

And out of the same experience has grown our great line of Motorcycle Tires.

To take care of overloading, we built these tires larger and stronger than most others. To guard against punctures, we built them with thicker treads. We have spared neither pains nor expense to make them the toughest, most enduring tires on the market. Comparative tests prove them to *be so.*

The Goodyear Tire Machine

We build our tires on the Goodyear Tire Machine —the same machine on which we build No-Rim-Cuts.

A motorcycle tire is built up of successive plies of fabric laid one over the other. The common way is to stretch these fabrics on over an iron core *by hand.* There is a limit to human endurance. Consequently some of those plies go on at a lower tension than others. Those that are pulled the tightest get most strain—and give way first. Result, *Blowout—Ruination.*

Our tire making machine banishes the human element of fallibility. It stretches each and every ply with an unvarying tension. Every ply gets an equal share of strain. No ply gets more strain than it can sustain. Hence the strength is uniform—*the tire lasts.*

Also we use a fabric of vastly greater tensile strength than commonly used. Instead of being closely woven, our fabric is woven loosely so that the rubberizing process can embed every thread in rubber. So the threads are separated—can not rub together, cause friction and thereby weaken.

All this extra care pays *us* because it is good business to build a tire which can be depended upon. We invite you to investigate these tires. *Send today for our book on Motorcycle Tires.*

GOODYEAR TIRE & RUBBER COMPANY, Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

(532) **We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits**

THE
BICYCLING WORLD and MOTORCYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, February 3, 1912. No. 20

MOTORCYCLE MAKERS' MEETING

Manufacturers Will Convene at New Southern Hotel, Chicago, Wednesday, February 7, During Show Week.

President A. B. Coffman, of the Motorcycle Manufacturers' Association, has issued a call for a meeting to be held in the parlors of the New Southern Hotel, Chicago, Wednesday, February 7, at 10 A. M. Luncheon will be served immediately after adjournment. A full attendance is desired, as matters of considerable importance to the trade in general will be considered, among them a project for a tour of national character.

Chicago Cycle Supply Co.'s Narrow Escape.

Coming shortly after its removal to its present commodious location, 22 West Lake street, the Chicago Cycle Supply Company felt the breath of the fire which visited the block in which the building is located, on January 25. The basement of the four-story building was filled with water, and the rest of the structure with smoke. In a letter to its customers the company says:

"While our stock was fully covered by insurance, we are very thankful that we escaped the flames, as we have just become settled in our new building, and it has taken us a whole year to have put our stock back in its present effective condition, and had the building burned, our actual business losses would have been double the amount we could have collected on our merchandise loss."

Over 875,000 Tires from Two Factories.

If anyone is laboring under the impression that bicycling has totally succumbed to overweening prominence of the motor-driven vehicle, authentic figures of bicycle tire production during 1911 are apt to dispel the illusion. According to the United States Tire Company, the Hartford factory of that corporation turned out in the twelve months ending December 31, a total of 443,445 tires for bicycle use, and very few of them were consigned to export. The Indianapolis plant of the same concern turned out fully as many tires as were turned out at Hartford. As this production is alone sufficient to equip almost half a million bicycles it is evident there is a tremendous output of pedal propelled machines being made and marketed every year.

N. Y. S. G. Co.'s Employes Share Profits.

Out of the earnings of the New York Sporting Goods Co. for 1911, the board of directors of that concern have apportioned a bonus to employes based on length of service, as follows: Less than one year's service, 1 per cent. of salary for year of 1911; one year's continuous service, 2 per cent.; two years, 3 per cent.; three years, 4 per cent.; four years, 5 per cent.; five years, 6 per cent.; six years, 7 per cent. The apportionment of profits is a voluntary premium in recognition of employes' efforts in behalf of the company's business, and it is hoped to continue the plan at the end of each financial year.

Corbin Coaster Brake at Chicago.

The Corbin Screw Corporation, of New Britain, Conn., manufacturers of Corbin brakes for bicycles and motorcycles, are sending a strong force of representatives to Chicago for the show. William E. Diehl will head the selling force. His headquarters, 65-67 West Lake street, the western office of the Corbin people, will be at the disposal of the trade during the show.

Stein Will Make Motorcycle Tires.

Akron, O., Jan. 29.—The Stein Double Cushion Tire Company has commenced to manufacture and market motorcycle tires, and will make a strong bid for business in that special field.

FOR BOOMING THE BIG TOUR

Plans For a National Endurance Run Is Assuming Proportions That Indicate Success—Ex-President Favors Plan.

The big 2,000 mile motorcycle tour proposed by A. B. Coffman and A. J. Musselman, is beginning to assume actual form, and with the hearty co-operation of F. A. M. officials and the associations support its success will be a foregone conclusion.

While it is impossible to lay out a definite route at this time, a decision will be reached before many weeks and actual work on this part of the tour will start.

The publicity this tour will give motorcycling in every town through which it passes, should not be overlooked by the dealers throughout the country. In order to secure the route of the tour through their town, dealers should get busy and offer some inducement to the riders and management of the tour in order to have their city included in the itinerary.

Inasmuch as the trophies will be of greater value than those ever offered for perfect scores in any motorcycle tour in this country, every manufacturer will use his best efforts to capture the trade rider's cup and it should be the height of ambition of every club in the country to pick off the private owner's cup. These cups are valued at $150 and $100 respectively, purchased at wholesale prices.

A suggestion to the clubs on and adjacent to the route of this tour, would be that they send a rider to represent their particular club to compete for the private owner's cup, riding under his particular club's colors. This cup to be retained when won one time, while the trade rider's must be won three times in succession to retain ownership.

The value of a tour of this kind to the

motorcycle fraternity at large cannot be over estimated.

The question of sending a representative to compete for the private owner's cup from the various clubs should be discussed right now, as the riders have ample time at their club meetings this season of the year.

Messrs. Coffman and Musselman would be glad to have expressions from the various clubs throughout the country giving their ideas of the tour and what they think of each club sending a representative to compete for the private owner's cup. A B. Coffman can be reached at 120 Tenth street, Toledo, O., and A. J. Musselman at 1356 Wells street, Chicago.

Ex-President F. I. Willis of the F A. M., and the present chairman of the press committee of that organization, has given the proposed tour his endorsement. He says: "It is a tour that deserves the support of the entire trade. There is a vast amount of work connected with such a tour and inasmuch as it is one that will result in a great benefit to the trade at large as well as the riders, the writer takes pleasure in heartily endorsing it."

Schneitter Will Move to Springfield, Mo.

The Schneitter Sporting Goods Company, which started business at Warrensburg, Mo., many years ago, with an old bicycle and a few supplies, has leased one of the finest business corners in Springfield, Mo., and will on and after February 20 be located in that city. H. C. Schneitter, president of the company, which now handles practically everything appertaining to sporting goods, attributes his initial success to the bicycle business, and his company will continue to feature that line.

With 20 members, the Chicago Motorcycle Dealers' Association was formed Jan. 28. It is expected all in the city will join.

An Argument For Machine Made Casings.

In a replacement report recently received by the Goodyear Tire and Rubber Company, of Akron, O., from a large eastern territory, it was noted that but two replacements of motor cycle tires had been asked for by riders during the year, a fact so unusual that it could hardly be believed. In reasoning out the matter Manager S. A. Falor, of the Goodyear motorcycle tire department, states that it is no doubt due to the fact Goodyear motorcycle tires as well as No-Rim-Cut tires, are built on a special machine.

"This avoids the uncertainty in carcass building that accompanies hand-made tires," says Mr. Falor, "and is one instance where a machine-made articles is superior to a hand-made article. Were motorcycle tires made from one piece of fabric, hand-making would be superior, but inasmuch as the carcass of the tire is made up of many plies of fabric, each being stretched at high tension over an iron core, one layer at a time, the fine mechanism of the Goodyear machine eliminates all possibility of one layer being pulled tighter than another. Each layer must be laid on at exactly the same tension in order that the carcass when vulcanized becomes a perfect whole of uniform strength.

"It is no longer a secret that the Goodyear company have closed contracts with 13 of the leading motorcycle manufacturers of the United States to equip 1912 machines. This means that about one machine in every three will be equipped with Goodyear tires for the coming season."

Kokomos to be Made at Galesburg, Kan.

Galesburg, Kan., Jan. 29.—Having purchased the plant where the Kokomo motorcycle was manufactured at Kokomo, Ind., and moved the equipment to this city, the Shaw Mfg. Co. will henceforth continue the making of Kokomos here in addition to producing the Shaw motor attachment, designed for converting a bicycle into a motorcycle. The Kokomo will be driven by a 3½-horsepower motor and sell for $235.

New Departure 1912 Catalog-Treatise.

An interesting and valuable contribution to the ball bearing literature of the present year is the Engineering Edition of catalog-treatise, issued by the New Departure Mfg. Co., of Bristol, Conn. This is fresh from the press, contains 76 pages, and has been prepared by the company's staff of ball bearing specialists and engineers. It gives valuable information of a technical character, and is illustrated by fine engravings.

The New Departure Mfg. Co. offers to send this catalog on request to manufacturers, purchasing agents, designing and mechanical engineers, and other responsible persons who are interested, and it is suggested that such requests be made on the letter head of the firm with which they are connected.





MODEL SALESROOM AND REPAIR DEPARTMENT OF GEORGE N. HOLDEN, BOSTON INDIAN AGENT, 141 MASSACHUSETTS AVE.

Rick & Company After Jobbing Trade.

F. F. Rick & Co., Buffalo, N. Y., make the announcement that they are making progressive efforts to secure business through the dealer, in spite of a rumor that not in a position to sell dealers. The house travels bicycle supply salesmen, issues an illustrated catalog, and performs other functions that constitute a jobber. It controls five big selling specialties.

Ramis Takes Jacksonville Emblem Agency.

Jacksonville, Fla., Jan. 29.—James S. Ramis, for ten years president of the Ramis Company, handling furniture and bicycles, has organized the Ramis Cycle Company, located at 7 East Church street, and taken the agency for Emblem motorcycles and bicycles, and will also carry a line of bicycles made especially for the company and carrying the Ramis nameplate.

New Agencies For Reading Standard.

The Randall Mfg. Co., of Baltimore, has taken on the exclusive agency as distributor for the Reading Standard for the State of Maryland, placing a large specified order with the signing of the contract.

E. L. Durham & Co., Charlotte, N. C., have closed for an exclusive agency for R-S machines in that section.

Canadian business with the R-S promises to be strong this season. The T. Eaton Co., Ltd., with main stores in Toronto and Winnipeg, has found it necessary to demand an express shipment of machines in advance of the first carload to satisfy immediate demands. The Eaton company is R-S distributor for most of the Dominion of Canada.

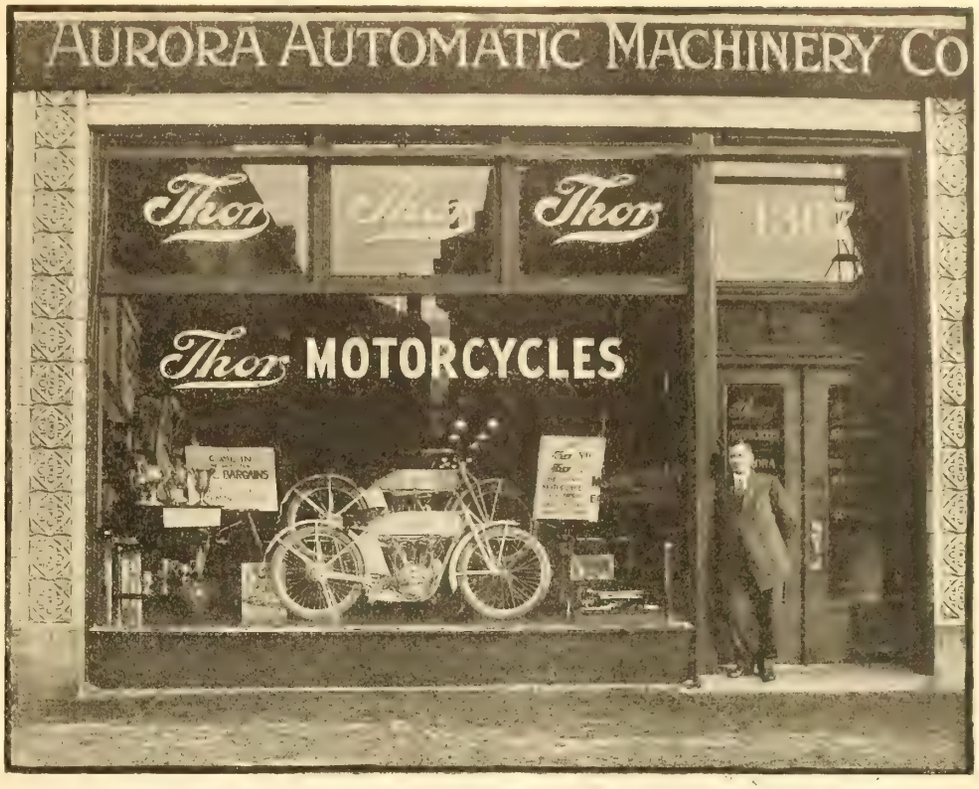
Where to Buy Motorcycles in Savannah.

Savannah, Ga., Jan. 29.—Agencies for motorcycles in this city for 1912 have been placed as follows: Oakman & O'Neil, Yale, Pope and Merkel; George W. Thomas, Pierce; Harris Tire Company, Indian; Williams Motorcycle Company, Thor and M-M.; Balfour Hardware Company, Harley-Davidson and Excelsior; O'Neil & Burch, Flanders.

The Savannah police department has added another motorcycle officer to its force. This time the mount is an Excelsior, making three of this make now in the department.

New Bicycle Store at Savannah.

Savannah, Ga., now boasts of another bicycle store, the Forest City Bicycle company having opened for business at the corner of Bull and Park avenues, under the management of A. W. Moreland, with a complete stock of wheels and supplies and fully equipped repair department.



AURORA AUTOMATIC MACHINERY COMPANY, 1307 MICHIGAN AVENUE, CHICAGO
F. D. Freeman, Cook county sales manager for the company, arranged the display, and it is he who stands in the doorway, ready to explain the many up-to-date features on the new white 5 and 7 h. p. Thors

Mitchel Will Sell Cycles and Supplies.

Arthur Mitchel formerly on the racing staff of the Merkel-Light Motor company, and well-known as a cyclist and motorcyclist, is now selling the Excelsior line of bicycles for the Excelsior Cycle company, of Chicago, and the Chicago Cycle Supply company's line of motorcycle and bicycle supplies. Mitchel will cover the Southern territory.

McBride to Handle Excelsiors in Ontario.

Toronto, Can., Jan. 30.—Percy A. McBride, Excelsior agent at Toronto, announces that he has secured the contract for the whole of Ontario for the Chicago flyer. He is placing agencies in Hamilton, London, Ottawa and other centres of his territory, but he will retain the retail branch at Toronto. McBride has also taken on the Majestic sidecare as a side line.



IMPOSING STORE FRONT AND WINDOW DISPLAY OF THE TOLEDO SPORTING GOODS COMPANY, TOLEDO, OHIO



When a rider has the feeling of security that goes with a CORBIN BRAKE he finds greater speed and control possibilities in his machine—*speed*, born of confidence in his ability to check the machine suddenly, if the emergency arises, *confidence* in approaching the crest of a hill that the descent has no dangers for him—the CORBIN BRAKE will hold on any grade.

CORBIN

THE CORBIN SCREW CORPORATION
Division of
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Western Office: 65 WEST LAKE ST., CHICAGO, ILL.

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FOUNDED 1877

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NEW YORK, FEBRUARY 3, 1912

Export Ambitions—England vs. America.

If American manufacturers of bicycles and motorcycles seriously are considering a campaign for export business along broader and more extended lines, and we have every reason to believe that several makers in both divisions are, it is timely that the attention of all concerned should be called to the significant figures in the report of the 1911 export and import business of the British makers, as published in the news columns of our January 27 issue.

The grand total of British exports of complete machines, both bicycles and motorcycles, and their respective parts, amounts to almost $12,000,000. The imports of the same articles—and here it should be emphasized, that while the importing of complete machines is decreasing, that of parts is increasing steadily—aggregating but $1,500,000; leaving a balance in the cash drawer of over $2,000,000—a mightily comforting fact—for John Bull, and one of which he is full cognizant. He also realizes, as we must admit, that a year's export business in these lines of twelve million dollars is a tremendous advantage in the race for the world's trade.

Considered separately, each branch of the twin industries show a healthy, steady growth throughout the three years quoted, 1909, 1910, and 1911; but it is in the motorcycle business that the ratio of increase of exports is remarkable, approximating in 1910, some 50 per cent. over that of 1900, and in 1911, the value of motorcycles sent out was more than double that of the year previous. In this respect, Great Britains 'cycle trade compares favorably with that of American cash registers, typewriters and sewing machines which to say the least are phenomenal. As a final word on the matter to the cycle trade, those of our English brethren who "have their ears to the ground," freely predict that the figures again will be more than doubled in British export business during the present year.

The Unsavory Side of Racing.

It is no wonder that professional motorcyclists bear such an unsavory reputation as a class, when some of them are detected in such barefaced cheating as "ringing in" for double expense money, from both promoters and factories. A prominent manufacturer, who has been a staunch supporter of racing in the past, remarked recently that he is pretty thoroughly disgusted with the crookedness of some professional riders, and is very much inclined to retire from the track, until a fresh and cleaner crop of professionals and amateurs are developed. Upon being pressed for reasons, he stated that he had learned of occasions where some of his men had had their expenses advanced by promoters and then had collected again from the factory on the same account.

This surely is double dealing with a vengeance, and while the guilty ones may profit temporarily by it, it serves to hasten the time when the manufacturers will withdraw from racing and force the riders to seek other fields of livelihood. The rider who "plays" the promoter, the manufacturer and the accessory people ruthlessly, for selfish ends, is a grafter and a crook, who is killing the golden egg goose, not only for himself and the rest of his ilk, but also for those few racing men who compete for glory or honest cash and refuse to debauch themselves for a few dollars. It is a sad but true fact, that motorcycle racing in this country today, as a whole, has descended to a disgraceful state of chicanery and petty crookedness and lawlessness, and a clean, honest rider cannot long remain in it without becoming seriously warped morally. "Get the money," and "win any old way, but win," seem to be the only creeds or rules that most riders know or profess.

Evasion of the rules is a popular pastime, and the riders who are successful in this respect take pride in boasting of it, and are looked upon as "clever" by their satellites. The terms "private owner" and "trade rider" are farcical, and their limitations are frequently and flagantly violated. They should be abolished in favor of a classification less elastic and offering less opportunity and temptation for infringement.
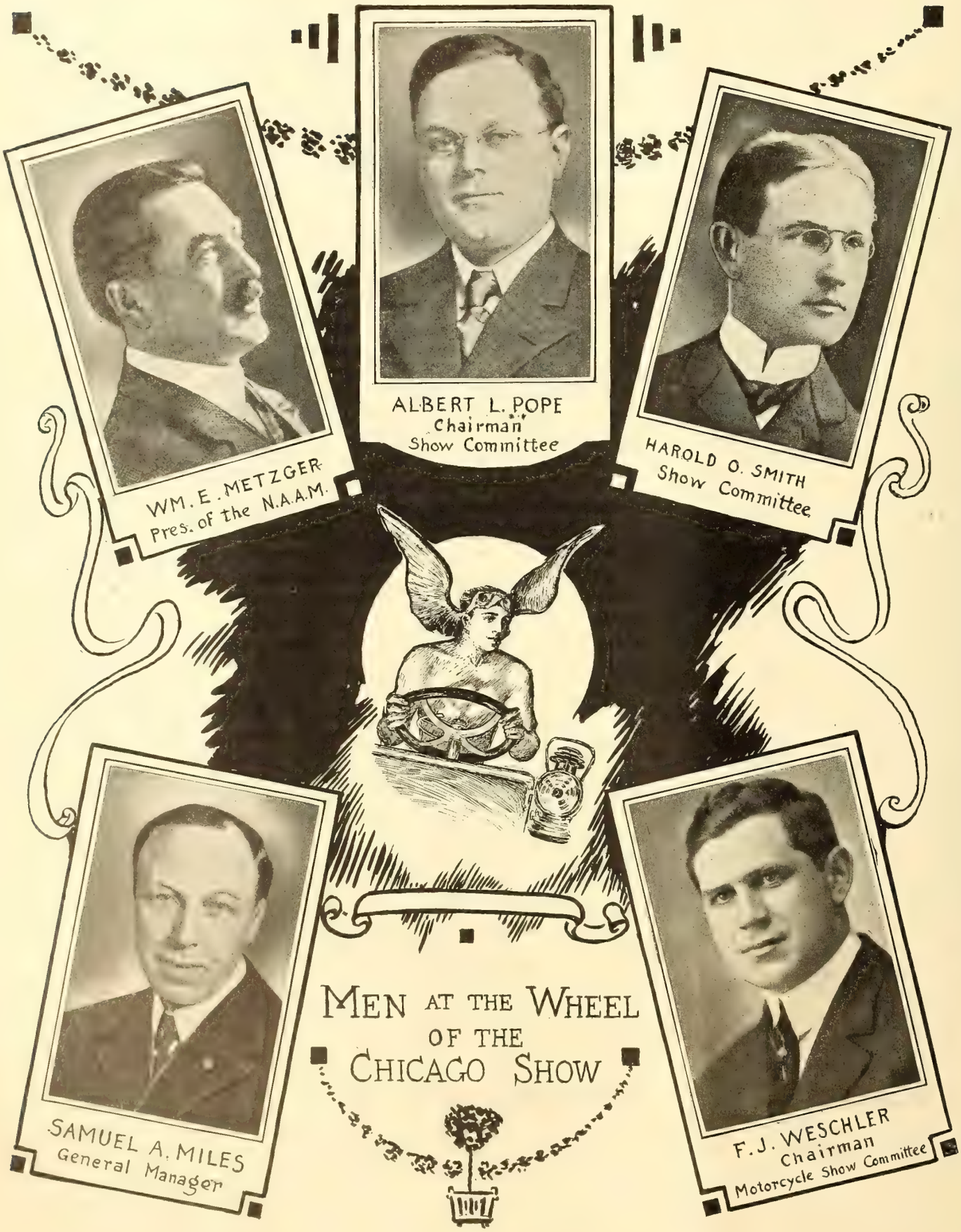
There will be more racing the coming season than ever before, there will be a new and more stringent set of competition rules, and very likely there will be more trickery and open and shut lawlessness among the riders. It is to be hoped, for the sake of the sport, that the governing officials will apply the punishment screws more tightly than heretofore on those habitual offenders who have done so much to bring racing to its present chaotic and discreditable state.

An Opportunity for Chicago Exhibitors.

Without question the influx of municipal officials into Chicago during the coming week will present a fine opportunity for motorcycle manufacturers to impress upon them the fact that the two-wheeled machine is an indispensable adjunct to effective government.

Upon the invitation of the management of the Chicago show, mayors, heads of departments and many others interested in procuring motor driven appliances for municipal use will visit the show and look over the commercial exhibition. Motorcycles for the police departments, for the assistant chiefs of fire departments in the smaller cities, and for the use of foremen and messengers in the various other departments of city have become a necessity.

On another page we print a list of the show's municipal guests. Every maker should make a note of who will be present and see that none get away without viewing the motorcycle exhibits. The seeds for future business can be successfully planted, and a fine crop of results is sure.


ALBERT L. POPE
Chairman
Show Committee
WM. E. METZGER
Pres. of the N.A.A.M.
HAROLD O. SMITH
Show Committee
SAMUEL A. MILES
General Manager
F. J. WESCHLER
Chairman
Motorcycle Show Committee
MEN AT THE WHEEL
OF THE
CHICAGO SHOW

CHICAGO SHOW PRESENTS RARE OPPORTUNITY

City Officials From Eighty Municipalities Will Visit Exhibition During "Commercial" Week, at Which Time Motorcycles Will Be Shown — The Two-Wheeler Indispensable for Civic Department Equipment.

They certainly "do things" when it comes to bewildering the beholder with decorative effects in Chicago. Never has the good old Coliseum appeared to better advantage, and never has the visitor been so artistically impressed as at the Twelfth Annual Show of the National Association of Automobile Manufacturers now in full swing in the Coliseum and First Regiment Armory in the Big City by the Lake.

General Manager S. A. Miles calls the decorations "a study in mosaics," and he hits the nail on the head. That is just what they are, and the effect is pleasing. You get a dim impression of the Alhambra when first entering, and this impression of Moorish art never leaves you, although it always remains merely an impression, and not a distinctive typical reality, for when you look again you see some of the characteristics of a Japanese temple in the architectural effects.

During the past week the show has been devoted exclusively to the motorcycle's big brother—the pleasure type of automobile—and it is not until next week that motorcycles will be seen on exhibition. They will be shown on the second floor of the Coliseum Annex, and will display the cream of the trade's productions. All the center space of the second floor will be devoted to motorcycles, and the exhibits will be the best ever staged in a Chicago show.

Besides the usual two-wheeled motorcycles, there will be on the floor a number of machines adapted for light delivery service such as is required by small retailers —butchers, bakers, shoe dealers, hatters, men's furnishing stores, druggists, florists and so on. For this kind of work metal box bodies are provided, either built on a three-wheeled machine or made with one wheel, so that it can be attached quickly at one side of a regular two-wheeled motorcycle. The carrying capacity is commonly from 200 to 300 pounds, and the machines are much more economical to operate and maintain than even the smallest motor delivery wagons. For one thing, they do not require a garage for overnight storage.

The fact the motorcycle exhibits will be staged during the second week of the show —at the same time the commercial automobiles are shown—ought to make business lively for motorcycle makers who are making a bid for municipal equipment of the two-wheelers for police, fire and other department officers and associates.

In all it is known that 80 cities will be represented officially during the second week of the show. These cities are scattered throughout the country from Scranton, Pa., to Fort Worth, Tex., and from Mankato, Minn., to Little Rock, Ark. Twenty-four are in Illinois, 12 in Iowa, 11 in Ohio, 9 in Michigan, 5 in Pennsylvania, 4 each in Wisconsin and Minnesota, 2 each in Indiana, Kansas and Kentucky, and one each in Arkansas, Oklahoma, Texas and the District of Columbia.

Mayors from at least 40 cities are expected, and these, together with various members of their respective commissions on public safety and public works, presidents of councils, their fire and police chiefs, superintendents of streets, health commissioners, city engineers and various



COLISEUM AND COLISEUM ANNEX, ON WABASH AVENUE, CHICAGO, WHERE THE SHOW IS IN PROGRESS



A STUDY IN DECORATIVE PERSPECTIVE

other city officials, will make an imposing civic delegation bent on inspecting the various types of motor fire apparatus, patrol wagons, ambulances, dump trucks suitable for street construction and street cleaning work, and other special types of power wagons suited for the diversified requirements of different departments of city work, and into which the motorcycle enters as a vitally important factor.

The widespread and earnest interest taken by city authorities in self-propelled vehicles is revealed by communications received by Manager Miles, from numerous municipal authorities. For example, President C. H. Rudolph, of the board of commissioners of Washington, D. C., who proposes attending the show, writes that $16,500 has already been appropriated for the purchase of motor vehicles for the capital city this year and that the fire, police, street and engineering departments are interested in the subject. Mayor Von Bergen, Jr., of Scranton, Pa., who expects to visit the show, in company with the director of public safety, reports that his city has appropriated $41,000 for the purchase of motor vehicles for the departments of Public Works and Public Safety. Fire Chief Hafer, of Little Rock, Ark., writes that he is trying to get the mayor and police and fire committee to attend the show and that his city may buy two combination pump and hose wagons. Mayor Grant, of Oklahoma City, expects to visit the show

Chief executives of other cities who have written that they will be in attendance are the following, arranged by States:

Illinois: Aurora, Thomas Sardus; Danville, W. C. Lewman; Decatur, Dan Dinneen; Elgin, Albert Ehrman; Jacksonville, George W. Davis; Joliet, E. M. Allen; Kankakee, S. W. Alpiner; Kewanee, B. F. Baker; La Salle, Thomas F. Doyle; Mattoon, E. C. Guthrie; Moline, M. R. Carlson; Peoria, E. N. Woodruff; Rock Island, Harry M. Shriver; Rockford, W. W. Bennett; Sterling, W. J. McDonald.

Indiana: Hammond, J. D. Smalley.

Iowa: Council Bluffs, Thos. Maloney; Dubuque, D. J. Haase; Fort Dodge, John Ford; Iowa City, G. W. Koontz; Keokuk, J. F. Elder; Mason City, F. M. Norris; Waterloo, John R. Rector.

Kansas: Atchison, C. D. Walker; Leavenworth, Albert Dodge.

Kentucky: Lexington, J. E. Cassidy.

Michigan: Benton Harbor, C. M. Ryno; Port Huron, J. J. Bell.

Minnesota: Mankato, C. T. Taylor.

Ohio: Elyria, D. S. Troxel; Findlay, E. L. Graves; Marietta, C. F. Lufer; Sandusky, George Lehrer; Youngstown, F. A. Hartstein.

Wisconsin: Eau Claire, J. S. Fleming; Fond Du Lac, Frank J. Wolff; Racine, W. I. Goodland.

WHAT THE EXHIBITORS WILL DISPLAY

In the matter of exhibitors at the Chicago motorcycle show in the Coliseum Annex, there will be 16, the same number as at New York. Of the machines exhibited, but one, the Wagner, produced by the Wagner Motorcycle Co., St. Paul, Minn., was not shown at Madison Square Garden, New York, last month, and consequently will have its first and formal 1912 unveiling for public inspection. The American Motor Co., Brockton, Mass., who manufacture the M-M, and who exhibited at New York, will not be represented by an exhibit in the big show, but will hold a private show at its Chicago branch, 2724 Michigan avenue.

With the exception of the Wagner, all of the machines which will be on exhibition at the show, have been fully described and illustrated in these columns when they first were announced by the makers, and in the New York show numbers. Undoubtedly some machines will show some minor changes and perhaps there will be a few radical ones too, as a result of suggestions and criticisms offered at New York.

The complete list of motorcycles which will be shown is as follows:

EMBLEM.

A new style of inlet valve dome and cap adopted since the New York show will be one of the fresh refinements to be found in the Emblem. It is whispered that there will be a few more new things uncovered. Distinctive features of interest to the mechanically inclined are the triangular reinforced tubing, double ball bearing motor, interchangeable ignition provision, and cushion tandem attachment with adjustable foot rests. Substantially the same models as staged at New York will be on exhibition. Emblem interests will be looked after by W. G. Schack and L. S. Taylor.

EXCELSIOR.

Plenty of features which have suffered no diminution of interest through having been exhibited at New York will bristle prominently on the Excelsior. The new chain models, of course, are the strongest magnets, but the belt models by no means have been neglected. Chain drive, cradle spring forks, counter-shaft clutch, camelback frame, cushion spring seatpost, and double handlebar, are the topline fresh features of the chain models, while on the belt types the unit control of clutch and idler looms most prominently in the changes.

FLANDERS.

Since the New York show an Eclipse clutch has been added to the Flanders as standard equipment. An improved enamel finish and a polished motor base are other refinements adopted. While there is but one Flanders model, taking New York as a criterion, it is likely to be shown in generous numbers.

HARLEY-DAVIDSON.

The Floating spring seat and free-wheel clutch are the most prominent features of the new Harley-Davidsons. Substantially the exhibit will consist of the same machines shown at New York, together with parts. The new chain twin is the very latest member of the family and introduces the largest number of fresh offerings from the designing room. There are numerous refinements of a secondary nature, which are common to all models.

HENDERSON.

So much originality is incorporated in the four-cylinder Henderson that it is difficult to see how the machine well can fail to prove a mechanical mecca long after the show season closes. Its underslung frame, big lusty motor, operating controls and lesser details furnish ample food for long and interesting analysis. The provision for a passenger riding in front of the operator, by the mounting of a detachable saddle forward on the top frame tube is the first attempt in this direction to meet the demand for extra passenger accommodations.

INDIAN.

The Indian exhibit at Chicago will be a duplicate of that at New York, and will comprise six models as follows: One each of the regular 4 and 7 h. p. types with chain drive; one regular 4 h. p. with belt

drive; one each of the Tourist Trophy 4 and 7 h. p. single speed types; one T. T. 7 h. p. two-speed with sidecar. Sectioned twin motor, two-speed, parts and the Tourist Trophy. Evidently considering that the 32 new mechanical conceptions in the T. T. types, together with 14 in the standard models, which served as the basis of the announcement of the 1912 models, were quite ample for a season's offering, there have been no further changes or additional refinements save in two instances: the housing of the foot starter ratchet mechanism, and the adoption of a magneto switch with lock and detachable key. The personnel of the Indian show staff will include George M. Hendee, Oscar Hedstrom, F. J. Weschler, Perry S. Newell, D. E. Dunn, Roy Bowser, Don Klark, and P. B. Whitney with assistants from the Chicago branch. The Edwards-Crist Co., Chicago retail agents also will exhibit.

MINNEAPOLIS.

A full line of Minneapolis machines including the van, the new belt two-speed and the spring frame models, not forgetting the chain types, will be staged. The spring frame, which is of orinigal design, and the pioneering of the way in the fitting of a two-speed to a flat belt model, are the things in which the Minneapolis folks take particular pride this year. The big 5 h. p. single with unit power plant also is typical of this make.

MERKEL.

Merkel is one of those makers which will duplicate its New York exhibit at Chicago. Five models will be shown as follows: One 7 h. p. twin with tandem; one 7 h. p. twin belt drive; one 6 h. p. twin, chain drive; one 4 h. p. single, chain drive, and one 4 h. p. single belt drive. All but the latter model will incorporate the well-known Merkel spring frame, the exception of course being fitted with a rigid frame.

M-M.

Counting the M-M display in its local branch, there will be 17 makes on display in Chicago next week. At 2724 Michigan avenue, a full line of the four 1912 models will be awaiting inspection, and Manager Greene will hold open house all week. The salesroom will be attractively decorated and invitations extended to show visitors to drop in. In response to the demand for sidecars which was strongly evidenced at the New York show, the M-M people are planning to produce a vehicle of this sort.

NEW ERA.

Twenty specific important improvements for 1912 make the New Era the subject for absorbing study, particularly because of the many constructional novelties embodied, and the abrupt disregard of standard practice. The standard model is a 4 h. p. single, made in solo and tandem type, and among other things includes 2¾ inch tires.

PIERCE.

All of the members of the 1912 Pierce line will be introduced to show-goers at Chicago. The exhibit will consist of one 7 h. p. four-cylinder, and three 5 h. p. singles. In addition the familiar pedestal mounting a sectioned clutch and sliding gearset as used on the four cylinder, will again do educational duty, assisted by a very complete display board of parts.

POPE.

It is a year since Pope motorcycles have graced a Chicago show, and although very few and minor changes have been made in the interval, the return in a fresh setting after such an extended absence will tend to make familiar things look strange and new again. The exhibit will be essentially the same as at New York, no changes having been made in the interval.

R-S.

As one of the oldest American makes, a show hardly would seem complete without the R-R present. All three models, the 4 h. p. singles in both belt or chain drive, and the 7 h. p. twin with direct chain from undergeared countershaft will be in the lineup, together with sectional parts. The R-S show forces will be composed of W. F. Remppis, W. B. Glasser, W. E. Dewey, W. G. Rhodes, W. G. Schaeffer and J. B. Trossel.

SCHICKEL.

It was at the last Chicago show that the Schickel two-cycle machine made its bow to the public, so very properly it has come back this year to celebrate "old home week." It will be located, not on motorcycle row, but in the main gallery in the Coliseum itself. Among the factory representatives present will be Norbert H. Schickel and H. J. Krackowizer.

THOR.

Being excellently located on Michigan avenue, the local automobile row, it would not be surprising if there were two Thor shows, one in the Annex and the other in the retail store. With their handsome white "skins" it naturally follows that the Thundergods will be one of the striking show features at Chicago as they were at New York. The complete line will be displayed, and visitors will be welcomed by E. J. Knight, of the sales department, and F. D. Freeman, retail branch manager.

WAGNER.

At this writing the 1912 Wagner may be likened to a rose about to burst its petals and unfold its attractions to view. Two models will be exhibited the 1912 4-horsepower single, and the model "M" a lower powered machine. The "4" is the leader and embraces many refinements, while the smaller model is attractively priced. Edward Worthington, and Frank Campbell will be in command of the exhibit.

YALE.

Mechanical oilers, Eclipse clutch as standard equipment, 2¾-inch tires, long-stroke motors, independent clutch and idler control, and a light twin, that is a brand new model, are the leading refinements incorporated in the 1912 Yales. The complete line of four models, magneto and battery singles of 4 h. p., and magneto twins of 5 and 7 h. p., will hold court and receive their subjects during the week. A. B. Coffman, and D. J. Welch will do the receiving honors for the factory.



MOORISH ART AND JAPANESE TEMPLE EFFECTS ENSEMBLE

The Indian MOTOCYCLE holds all official records

There are records and records. There are State records, economy records, endurance records, track records. But the only records that count are those officially recognized by the F. A. M. The INDIAN holds all official records, both professional and amateur, as tabulated, on these two pages. Look them over. They contain the story of INDIAN supremacy.

Always the leading holder of record honors, the Indian machine closed the year with the greatest contest triumphs of its career, holding not only all American official speed records, both professional and amateur, but also all the 1911 F. A. M. championships, the transcontinental record, and also all economy class records save one.
—The Bicycling World and Motorcycle Review, Jan. 6th, 1912.

Speed Records Compiled from Official Documents in the Office of J. P. Thornley, Chairman F. A. M. Competition Committee. Other Data Tabulated from Reports of F. A. M. Sanctioned Contests by J. J. O'Connor, Official Compiler.

PROFESSIONAL RECORDS

Distance.	Time.	Machine.	Holder.	Place.	Date.
1 Mile	0:41⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
2 Miles	1:24⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
3 Miles	2:05	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
4 Miles	2:47	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
5 Miles	3:29⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
6 Miles	4:11⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
7 Miles	4:54	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
8 Miles	5:36⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
9 Miles	6:18⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
10 Miles	7:01⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
11 Miles	7:44	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
12 Miles	8:26⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
13 Miles	9:10	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
14 Miles	9:52⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
15 Miles	10:35	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
16 Miles	11:18⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
17 Miles	12:01	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
18 Miles	12:43⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
19 Miles	13:26⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
20 Miles	14:10	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
21 Miles	14:53	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
22 Miles	15:35⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
23 Miles	16:18⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
24 Miles	17:01⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
25 Miles	17:44⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
30 Miles	21:19⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
35 Miles	24:54⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
40 Miles	28:30⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
45 Miles	32:06⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
50 Miles	35:41⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
55 Miles	39:18⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
60 Miles	42:55⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
65 Miles	46:35⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
70 Miles	50:17⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
75 Miles	54:00	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
80 Miles	57:41⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
85 Miles	1:01:23	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
90 Miles	1:05:05	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
95 Miles	1:11:33⅘	Indian	Jacob DeRosier	Los Angeles, Cal	Oct. 29, 1910
100 Miles	1:15:24⅖	Indian	Jacob DeRosier	Los Angeles, Cal	Oct. 29, 1910

Time.	Distance.	Machine.	Holder.	Place.	Date.
1 Hour	83 mi. 135 yds.	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911

AMATEUR RECORDS

Distance.	Time.	Machine.	Holder.	Place.	Date.
1 Kilometer	0:28⅖	Indian	Charles Spencer	Springfield, Mass.	Oct. 23, 1909
1 Kilometer	0:39	Indian	Charles Gustafson	Springfield, Mass.	Oct. 23, 1909
1 Mile	0:55⅘	Indian	Charles Spencer	Springfield, Mass.	Oct. 23, 1909
1 Mile	0:41⅖	Indian	Ray Seymour	Los Angeles, Cal.	Oct. 29, 1910
2 Miles	1:23⅘	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
3 Miles	2:07	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
4 Miles	2:49⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
5 Miles	3:32⅜	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
6 Miles	4:16	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
7 Miles	4:59⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
8 Miles	5:42⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
9 Miles	6:25⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
10 Miles	7:08⅘	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
11 Miles	7:52	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
12 Miles	8:35⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
13 Miles	9:19	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
14 Miles	10:02⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
15 Miles	10:46⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
16 Miles	11:30	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
17 Miles	12:13⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
18 Miles	12:57	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911

Distance.	Time.	Machine.	Holder.	Place.	Date.
19 Miles	13:40⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
20 Miles	14:23⅗	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
21 Miles	16:17⅕	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
22 Miles	17:04⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
23 Miles	19:03	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
24 Miles	19:53	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
25 Miles	20:54	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
30 Miles	25:14⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
35 Miles	29:20⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
40 Miles	33:22⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
45 Miles	37:39	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
50 Miles	41:49⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
55 Miles	46:10⅕	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
60 Miles	50:24⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
65 Miles	54:32⅕	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
70 Miles	58:48⅖	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
75 Miles	1:20:00⅕	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
80 Miles	1:25:19⅖	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
85 Miles	1:30:37	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
90 Miles	1:36:03	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
95 Miles	1:42:03⅕	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
100 Miles	1:27:49	Indian	M. J. Graves	Los Angeles, Cal.	July 18, 1909
200 Miles	3:55:20	Indian	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
300 Miles	5:48:55	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
400 Miles	8:12:36	Indian	Charles Gustafson	Springfield, Mass	Oct. 1, 1909
500 Miles	10:22:36	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
600 Miles	13:15:16	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
700 Miles	15:25:26	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
800 Miles	17:37:31	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
900 Miles	19:46:00	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
1,000 Miles	22:20:59	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909

* Made in standing start. (Under the rules the only standing start records recognized are those at distances of 1 kilometer and 1 mile; these distances also, and all others are timed from a flying start.)

Time.	Distance, Mi.	Yds.	Machine.	Holder.	Place.	Date.
1 Hour	71	620	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
2 Hours	134	880	Indian	M. J. Graves	Los Angeles, Cal.	July 18, 1909
3 Hours	145	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
4 Hours	204	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
5 Hours	246	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
6 Hours	300	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
7 Hours	333	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
8 Hours	388	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 2, 1909
9 Hours	441		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
10 Hours	482		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
11 Hours	512		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
12 Hours	559	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
13 Hours	585		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
14 Hours	641	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
15 Hours	677	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
16 Hours	730		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
17 Hours	767	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
18 Hours	812	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
19 Hours	862,	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
20 Hours	911		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
21 Hours	945	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
22 Hours	986	1,174	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
23 Hours	1,035	1,174	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
24 Hours	1,093	1,151	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909

AMATEUR STRAIGHTAWAY RECORDS

Distance.	Time.	Machine.	Holder.	Place.	Date.
1 Kilometer	0:27⅘	Indian	Walter Goerke	Daytona, Fla.	March 25, 1909
1 Mile	0:43⅖	Indian	Robert Stubbs	Daytona, Fla.	March 25, 1909
5 Miles	3:30⅕	Indian	Walter Goerke	Daytona, Fla.	March 24, 1909
10 Miles	8:57	Indian	A. G. Chapple	Daytona, Fla.	March 24, 1909
20 Miles	17:25⅕	Indian	A. G. Chapple	Daytona, Fla.	March 26, 1909
*69 Miles	58:25⅘	Indian	Walter Goerke	Daytona, Fla.	March 25, 1909

* Hour record trial called on account of darkness.

TRANSCONTINENTAL RECORD

Distance	Time.	Machine.	Holder.	Course.	Date.
3,745 mi.	20 da. 9 hr. 1 min.	Indian	Volney Davis	San Francisco-New York	June 26-July 16, 1911

ECONOMY RECORDS

Distance.	Fuel Used.	Machine.	Holder.	Place.	Date.
31 mi. 1,400 yds.	1 pint	Indian	F. A. Baker	Cambridge, Md.	July 9, 1904
*55 mi. 528 yds.	1 quart	———	E. Buffum	New York City	July 4, 1904
190 mi.	4 qt. 10 oz.	Indian	F. A. Baker	Long Island	Sept. 15, 1907

1911 CHAMPIONSHIP HOLDERS

Professional—Jacob DeRosier (Indian), Los Angeles, Cal. Also holds international professional championship.
Amateur—Frank K. Hart (Indian), New York City.
Federation American Motorcyclists One Mile—Frank K. Hart (Indian), New York City.
F. A. M. Two Miles—Ben Broderick (Indian), San Francisco, Cal. F. A. M. Ten Miles—John U. Constant (Indian), Brooklyn, N. Y.
F. A. M. Five Miles—Frank K. Hart (Indian), New York City. F. A. M. One Hour—Frank K. Hart (Indian), New York City.

* Not held by the Indian.

"Saw it in Bi-World." Say that when writing to advertisers.

Who the Exhibitors Are and Where to Find Them

MOTORCYCLES

All motorcycle exhibits in Coliseum Annex unless specified otherwise.

Aurora Automatic Machinery Co., Aurora, Ill. (94-95)—Thor.
Consolidated Mfg. Co., Toledo, O. (127-129)—Yale.
Emblem Mfg. Co., Angola, N. Y. (147-150)—Emblem.
Excelsior Motor Mfg. & Supply Co., Chicago, Ill. (131-132)—Excelsior.
Flanders Mfg. Co., Pontiac, Mich. (80-81)—Flanders.
Harley-Davidson Motor Co., Milwaukee, Wis. (124-126)—Harley-Davidson.
Hendee Mfg. Co., Springfield, Mass. (136-139)—Indian.
Henderson Motorcycle Co., Detroit, Mich. (114)—Henderson.
Miami Cycle & Mfg. Co., Middletown, O. (153-155)—Merkel.
Minneapolis Motorcycle Co., Minneapolis, Minn. (79)—Minneapolis.
New Era Auto-Cycle Co., Dayton, O. (142-144)—New Era.
Pierce Cycle Co., Buffalo, N. Y. (151-152)—Pierce.
Pope Mfg. Co., Hartford, Conn. (145-146)—Pope.
Reading Standard Co., Reading, Pa. (133-135)—R-S.
Schickel Motor Co., Stamford, Conn. (1, Coliseum Gallery)—Schickel.
Wagner Motorcycle Co., St. Paul, Minn. (130)—Wagner.

Note. — All motorcycle exhibits save Schickel will be located in the center of the second floor of the Annex. Schickel will be in the main building gallery.

ACCESSORIES

Space numbers prefixed by "A" are in Armory; others in Coliseum.

Batteries.

National Carbon Co., Cleveland, O. (40)—Dry cells.

Bearings.

American Bronze Co., Berwyn, Pa. (81)—Non-Gran bearing metal.
Bower Roller Bearing Co., Detroit, Mich. (253)—Roller bearings.
Cramp & Sons Co., Wm., Philadelphia, Pa. (55)—Bronze and alloys.
Rhineland Machine Works, New York City (13A)—Ball bearings.
Standard Roller Bearing Co., Philadelphia, Pa. (5A)—Roller bearings.
Timken Roller Bearing Co., Canton, O. (33)—Roller bearings.
U. S. Ball Bearing Co., Oak Park, Ill. (7A)—Ball bearings.

Belts.

Graton & Knight Mfg. Co., Worcester, Mass.—Leather belts.
Frank Mossberg Co., Attleboro, Mass. (31A)—Leather belts.

Brake Lining.

Royal Equipment Co., Bridgeport, Conn. (9A)—Raybestos friction lining.

Brazing Apparatus.

Turner Brass Works, Sycamore, Ill. (103)—Portable brazing outfits.

Carbureters.

Byrne, Kingston & Co., Kokomo, Ind. (75)—Kingston carbureter.
Findeisen & Kropf Mfg. Co., Chicago, Ill. (19A)—Rayfield carbureter.
Stromberg Motor Devices Co., Chicago, Ill. (76)—Stromberg carbureter.
Turner Brass Works, Sycamore, Ill. (103)—Turner carbureter.
Wheeler & Schebler, Indianapolis, Ind. (17)—Schebler carbureter.

Castings.

Wm. Cramp & Sons Co., Philadelphia, Pa. (55)—Bronze castings.
Doehler Die Casting Co., Brooklyn, N. Y. (145)—Die castings.
Veeder Mfg. Co., Hartford, Conn. (42)—Light castings.

Chains.

Atlas Chain Co., Brooklyn, N. Y. (2A)—Atlas tire chains.
Baldwin Chain & Mfg. Co., Worcester, Mass. (61)—Baldwin chains.
Diamond Chain & Mfg. Co., Indianapolis, Ind. (54)—Chains and sprockets.
S. Hoffnung & Co., Ltd., New York City (18A)—Coventry chains.
Link-Belt Co., Indianapolis, Ind. (89)—Silent chains.
Weed Chain Tire Grip Co., New York City (22)—Tire chains.
Whitney Mfg. Co., Hartford, Conn. (23)—Whitney chains.

Clutch Facing.

Royal Equipment Co., Bridgeport, Conn. (9A)—Raybestos friction fabric.

Clothing.

Morrison-Ricker Mfg. Co., Grinnell, Ia. (33A)—Grinnell gloves.
Nathan Novelty Mfg. Co., New York City (117)—Complete riding outfits.

Coils.

Champion Ignition Co., Flint, Mich. (92)—A-C spark coils.
Connecticut Tel. & Electric Co., Meriden, Conn. (15)—Connecticut coils.
National Coil Co., Lansing, Mich. (104)—National spark coils.
Pittsfield Spark Coil Co., Dalton, Mass. (64)—Pittsfield coils.
C. F. Splitdorf, New York City (49)—Splitdorf coils.

Cyclometers.

Veeder Mfg. Co., Hartford, Conn. (42)—Veeder cyclometers.

Exhaust Whistles.

Barco Brass & Joint Co., Chicago, Ill. (4A)—Exhaust whistles and cut-outs.

Fuel Storage Systems.

S. F. Bowser & Co., Inc., Ft. Wayne, Ind. (71-72)—Bowser self-measuring tanks.

Funnels.

Dover Stamping & Mfg. Co., Cambridge, Mass. (153)—Funnels.

Gaskets.

McCord Mfg. Co., Detroit, Mich. (36)—Packing gaskets.

Lamps.

Badger Brass Mfg. Co., Kenosha, Wis. (41)—Solar lamps.
C. T. Ham Mfg. Co., Rochester, N. Y. (4)—Ham lamps.
Hawthorne Mfg. Co., Bridgeport, Conn. (113)—Old Sol lamps.

Lubricants.

Columbia Lubricants Co., New York City (135)—Monogram oils and greases.
Adam Cook's Sons, New York City (132)—Greases.
Joseph Dixon Crucible Co., Jersey City, N. J. (130)—Graphite lubricants.
A. W. Harris Oil Co., Providence, R. I. (58)—Oils.
Havoline Oil Co., New York City (91)—Oils.
George A. Haws, New York City (114)—Panhard oils.
International Acheson Graphite Co. Niagara Falls, N. Y. (119)—Graphite lubricants.
Keystone Lubricating Co., Philadelphia, Pa. (29A)—Oils and greases.

N. Y. & N. J. Lubricants Co., New York City (20)—Oils and greases.
The Texas Co., New York City (88)—Oils and greases.
Vacuum Oil Co., Rochester, N. Y.—Oils.
Wolverine Lubricants Co., New York City (148)—Oils.

Magnetos.

American Circular Loom Co., Aldene, N. J. (87)—No-Lag magneto.
Bosch Magneto Co., New York City (99)—Bosch magneto.
Eisemann Magneto Co., New York City (83)—Eisemann magneto.
Herz & Co., New York City (53)—Herz magneto.
Simms Magneto Co., New York City (122)—Simms magneto.
C. F. Splitdorf, New York City (49)—Splitdorf magneto.

Magneto Switches.

Connecticut Tel. & Electric Co., Meriden, Conn. (16)—Lock switch.

Motors.

F. W. Spacke Machine Co., Indianapolis, Ind. (116)—Cycle motors.

Pumps.

Turner Brass Works, Sycamore, Ill. (103)—Tire pumps, metal specialties.

Rims.

Standard Welding Co., Cleveland, O. (28)—Rims.
United Rim Co., Akron, O. (112)—Rims.

Spark Plugs.

Bosch Magneto Co., New York City (99)—Bosch plug.
Champion Ignition Co., Flint, Mich. (92)—A-C plug.
R. E. Hardy Co., Chicago, Ill. (25)—Sta-Rite plug.
Herz & Co., New York City (53)—Herz plug.
A. R. Mosler & Co., New York City (37)—Spit-Fire plug.
Pittsfield Spark Coil Co., Dalton, Mass. (64)—Jewel plug.
C. F. Splitdorf, New York City (49)—Splitdorf plug.

Speedometers.

Hoffecker Co., Boston, Mass (133)—Hoffecker speedometer.
Jones Speedometer Co., New Rochelle, N. Y. (21)—Jones speedometer.
Standard Thermometer Co., Boston, Mass. (145)—Standard speedometer.
Stewart & Clark Mfg. Co., Chicago, Ill. (108)—Stewart speedometer.
Warner Instrument Co., Beloit, Wis. (124)—Warner cyclemeter.

Tires.

Continental Rubber Works Co., Erie, Pa. (139)—Continental-Erie.
Diamond Rubber Co., Akron, O. (18-19)—Diamond.
Empire Tire Co., Trenton, N. J. (109)—Empire.
Federal Rubber Mfg. Co., Milwaukee, Wis. (107)—Federal.
Fisk Rubber Co., Chicopee Falls, Mass. (38-39)—Fisk.
B. F. Goodrich Co., Akron, O. (47-48)—Goodrich.
Goodyear Tire & Rubber Co., Akron, O. 51-52)—Goodyear Blue Streak.
Michelin Tire Co., Milltown, N. J. (8-9)—Michelin.
Pennsylvania Rubber Co., Jeannette, Pa. (12-13)—Pennsylvania.
Stein Double Cushion Tire Co., Akron, O. (154)—Stein.
United States Tire Co., New York City (43-45)—United States.

Tire Repair Outfits.

C. O. Tingley, Rahway, N. J. (3A)—Tire solder.
Van Cleef Bros., Chicago, Ill.—Repair kits.

Tools.

C. M. B. Wrench Co., Syracuse, N. Y. (11A)—Socket wrench.
Frank Mossberg Co., Attleboro, Mass. (31A)—Wrenches.

Tubing.

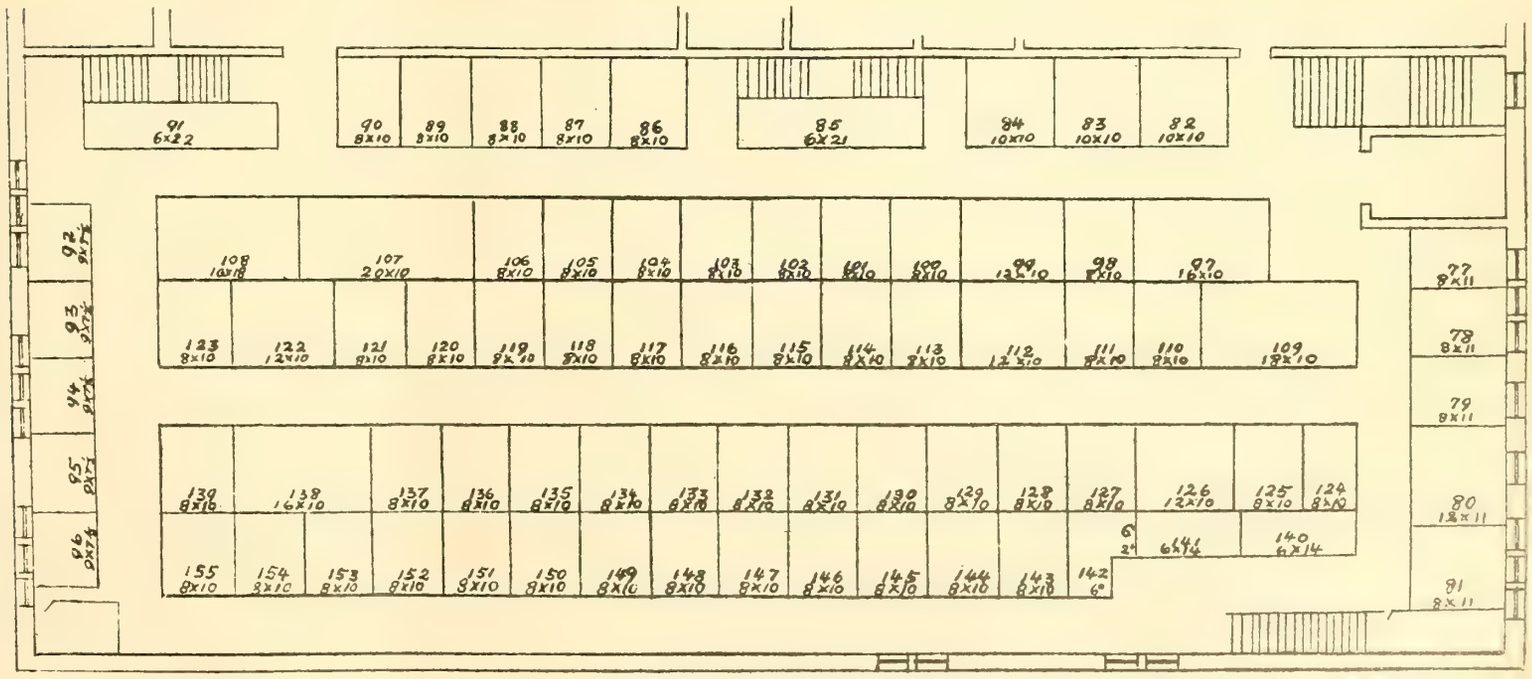
National Tube Co., Pittsburg, Pa. (50)—Shelby tubing.
Standard Welding Co., Cleveland, O. (28)—Electric welded tubing.

Vulcanizers.

C. O. Tingley, Rahway, N. J. (3A)—Vulcanizing apparatus.
C. A. Shaler Co., Waupun, Wis. (136)—Steam and electric vulcanizers.

Short Grass Club Is "Getting Busy."

Pratt, Kans., Jan. 30.—A meeting was held at the office of Dr. B. J. Patterson, vice-president of the Central District of the F. A. M., last night, and the Pratt division of the Short Grass Club was organized. E. H. Clark was elected captain and Thomas Hodges was chosen as lieutenant. Leslie Pitzer was appointed F. A. M. commissioner. The Short Grass Club is the big club of the West, and this year will have a tour that will far eclipse anything previously given.



Pictures may look nice, but they

JUST at present about all that some manufacturers are showing in the way of 1912 models are pictures.

No one who has investigated as he should is going to hand over money to any manufacturer now-a-days on the strength of hand made dummies stuck together for show purposes. Dealers are no longer interested in models that have never been built, because, there is no profit in the sale of something they can't get.

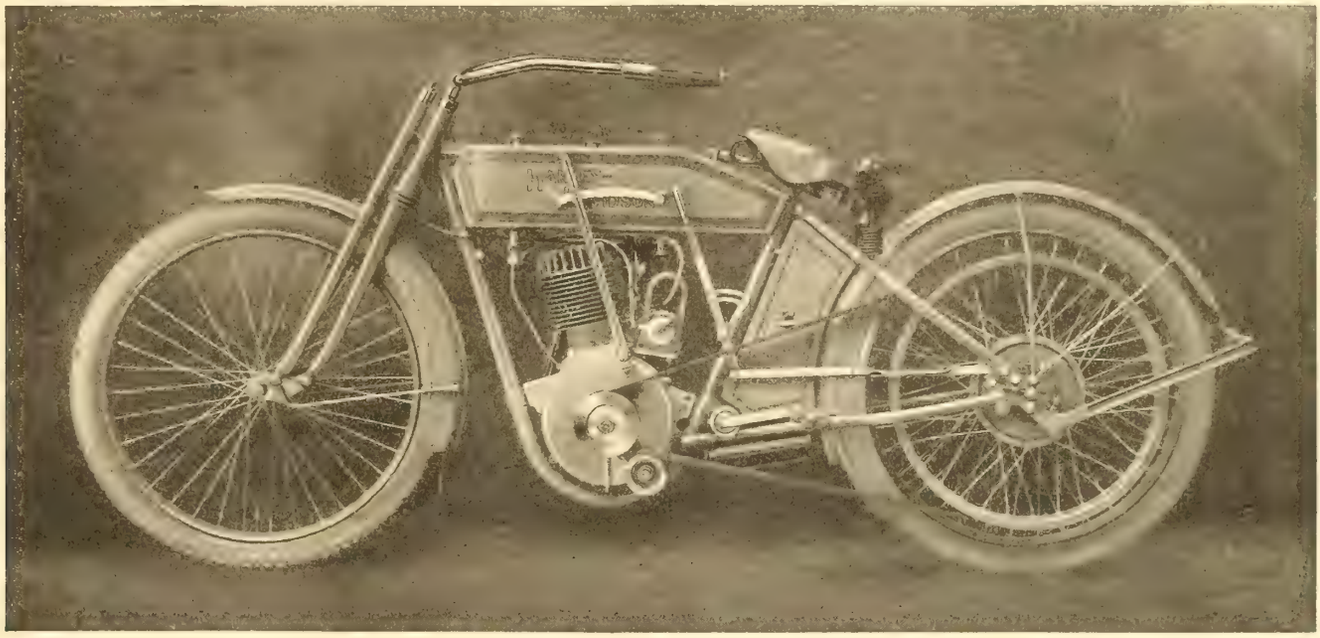
Thanks to bitter past experience most dealers know that "financial difficulties," "re-organizations," "disputes" and constant internal friction will raise the dickens with the production end of any factory.

Today it is not only the machines that count, but the people back of them as well. The dealers won't be fooled again by any manufacturer, whether the same one or not.

The motorcycle business will be good next summer. There is no question about that, but what the dealer wants is machines when he needs them, not simply pictures to look at or promises which may or may not materialize.

HARLEY-DAVIDSON MOTOR C

make mighty slim bank accounts



AS for ourselves, we're alive. We need no flowers or sympathy. Neither do our dealers. So far this season we have built and shipped twice as many machines as we ever did in like time before.

Still more property acquired—old buildings cleared—temporary buildings utilized for immediate needs—complete plans for another $10,000 addition—such happenings tell our story. We are making motorcycles—not promises—and we are looking for more business, not trouble.

If you ask yourself "What's this advertisement for?" just investigate your own proposition. You'll find out. Four or five months hence don't blame us if we come back and say "We told you so." It won't do you any good then.

OMPANY, Milwaukee, Wisconsin

Pictures may look nice, but they make mighty slim bank accounts

JUST at present about all that some manufacturers are showing in the way of 1912 models are pictures.

No one who has investigated as he should is going to hand over money to any manufacturer now-a-days on the strength of hand made dummies stuck together for show purposes. Dealers are no longer interested in models that have never been built, because, there is no profit in the sale of something they can't get.

Thanks to bitter past experience most dealers know that "financial difficulties," "re-organizations," "disputes" and constant internal friction will raise the dickens with the production end of any factory.

Today it is not only the machines that count, but the people back of them as well. The dealers won't be fooled again by any manufacturer, whether the same one or not.

The motorcycle business will be good next summer. There is no question about that, but what the dealer wants is machines when he needs them, not simply pictures to look at or promises which may or may not materialize.



AS for ourselves, we're alive. We need no flowers or sympathy. Neither do our dealers. So far this season we have built and shipped twice as many machines as we ever did in like time before.

Still more property acquired—old buildings cleared—temporary buildings utilized for immediate needs—complete plans for another $10,000 addition—such happenings tell our story. We are making motorcycles—not promises—and we are looking for more business, not trouble.

If you ask yourself "What's this advertisement for?" just investigate your own proposition. You'll find out. Four or five months hence don't blame us if we come back and say "We told you so." It won't do you any good then.

HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wisconsin



February 7, Chicago, Ill.—Midwinter meeting of Motorcycle Manufacturers' Association, at New Southern Hotel; 10 A. M.

February 10, Chicago—North Shore Motorcycling Club show wind-up smoker.

February 14-16, Colorado Springs, Colo.—Automobile and motorcycle show in Temple theatre.

February 17, Buffalo, N. Y.—Seventy-fourth Infantry A. A. general games and five miles flat-floor bicycle race at 74th Regiment Armory, open.

February 24, New York City—Century Road Club Association annual dinner at the Broadway Central Hotel, Broadway and Third street.

February 24-March 2, Brooklyn, N. Y.—Annual automobile and motorcycle show in Twenty-third Regiment Armory.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 21-28, Toronto, Ont.—Motorcycle show in Toronto Armory.

March 4-11, Denver, Colo.—Motorcycle and automobile show in Auditorium.

April 14, Brooklyn, N. Y.—Atlas Bicycle Club first annual spring century run, open. Start from Prospect Park Plaza.

April 21, New York City—New England Wheelmen 10 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

April 28, New York City—Eastern Division, Century Road Club Association annual spring century run, open. Start from Columbus Circle.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open. Rain date, May 12.

June 16, New York City—Century Road Club of America, New York State Division, 50 miles handicap road race, Floral Park, L. I.

July 7, Stockholm, Sweden—Olympic games under the auspices of the Swedish Olympic Comittee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City, United States. Entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I

Good Racing Prospects For Savannah.

Savannah, Ga., Jan. 29.—That this city is not to be an idle place the coming season, as far as motorcycle racing is concerned, was evidenced at a recent meeting of the Savannah Motorcycle Club, at which time a comittee was appointed to consult with the owners of the local racing track, with the object of getting it converted into a motordrome.

Motorcycle racing has always stood high in this section, and now that the Savannah Motorcycle Club is a member of the F. A. M., and that Augusta, her sister city, has joined that body, it is a strong possibility that Savannah will have one of the finest tracks in the South.

The track now as it stands is a half-mile, dirt track, has a fine grandstand in good condition. The track, if secured, will be paved and put in first-class condition, and the opening date will no doubt be May 30, which day is set as Memorial Day in the South.

Revival of Blue Laws in Ontario.

Toronto, Jan. 30.—The motorcyclists of this city are fearful lest the staid fathers at the City Hall place a ban upon Sunday pleasure trips. A by-law just has passed its first reading, placing a restriction on tobogganing and kindred sports on the Lord's Day and a threat that motorcycling may also be tabooed, has the riders winking. A bitter fight is waging over the question of Sunday pastimes and naturally the motorists have taken sides with the broad-minded faction.

Site Selected For Indianapolis Track

Indianapolis, Feb. 1.—Motorcyclists here are awaiting eagerly the meeting and banquet which is to be held at the Denison Hotel soon after the conclusion of the Chicago motorcycle show. A large delegation of Indianapolis motorcyclists are to be present at the show, where they will talk board track, 200-mile race and a few other things.

At the forthcoming banquet and meeting it is to be decided definitely whether or not Indianapolis is to pull off the proposed 200-mile race at the Speedway. At this meeting the Indiana Motorcycle Club is to be re-organized, and the officers elected.

In a letter to the Indianapolis Motorcycle Club Chairman J. P. Thornley, of the F. A. M. competition committee, has stated the conditions governing the construction and management of a board track, and he has also advised the promoters to use the big saucer for events other than motorcycle racing in order to make it a better paying proposition. He has suggested that the track be built so that, with the aid of circus jacks and seats, the structure may be turned into a huge amphitheatre, where athletic carnivals, horse shows and football games might be held. The track is to be three laps to the mile, with a 50 degree rise, and in the center there will be practically 1,400 square feet of space that may be used for other attractions, when motorcyclists are not using the track. The committee which is to suggest a site is ready to make its report at the coming meeting. A location near the water works, on the Riverside Park car line has been selected as the best and most available.

Toronto Motorists Keep Things Moving.

Toronto, Jan. 29.—With their new leader, President Fred Johnston, setting a perfect example, the members of the Toronto Motorcycle Club have leaped into a state of activity with a rapidity that is astounding. Himself a thousand volt live-wire, President Johnston, only a month in office, has inculcated a feeling of vigor in the whole membership so that a record year is not only hoped for but anticipated. Special sessions of the executive are being held at regular intervals and plans are already being laid for the coming summer. So anxious is the president to have all arrangements of a preliminary nature settled upon that he has decided to call off the last two events of the club's winter social program, and substitute therefore two summer campaign business meetings.

It is the intention to hold race-meets this coming summer at least once a month. Last season only two club meets were staged. The time between will be occupied in week-end excursions and endurance runs.

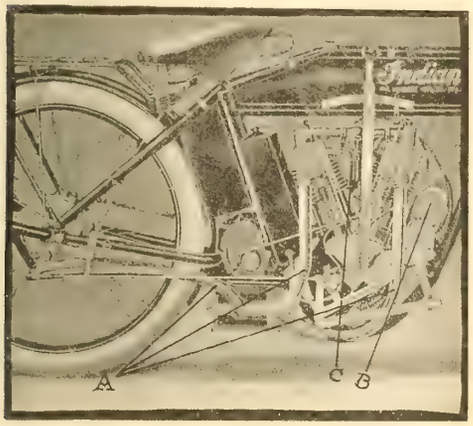
Captain McCarthy has been chosen archivist for the purpose of keeping records and reports of all club events, while W. M. Gladish has been empowered to carry on a publicity campaign.

THE MOTORCYCLE AND THE MOTOR CAR

Influence of One on the Design of the Other and Instances Wherein the Builders of Both Vehicles Have Inter-learned and Borrowed with Profit.

(By A. H. BARTSCH)

Quite naturally, it may be assumed, very few of the thousands of motorcyclists who visited the recent automobile and motorcycle show held in Madison Square Garden, New York City, took advantage of the excellent opportunity afforded them to compare the motorcycle and the motor car, in their relation to each other, from the standpoint of mechanical resemblance. And also, to note the influence each has exercised upon the advancement of design and construction exemplified in the other during its period of development. That period, of course, has not closed, and will not while either agent of transportation is produced, but to-day the motorcycle and the motor car have become standardized in a broad sense. The march of progress has been greater in the latter than in the former, due to the immense concentration of engineering and manufacturing abilities brought to bear to meet the enormous demand.



(A) Symmetrical Exhaust Piping on Indian, (B) Waterproof Magneto, (C) Multiple Jet Carbureter

While the very idea that the motorcycle designer's efforts have been of the slightest assistance to the automobile engineer in arriving at the present high state of efficiency to which he has brought his car, may seem highly ridiculous to the person who has but contempt for the two-wheeler, and a flight high into the realms of imagination, even to the motorcyclist himself, such is the case. The latter's incredulousness easily is traceable to his but cursory knowledge of the development of both vehicles, and his natural and well grounded impression that each type has progressed through its stages of development indifferent to the advances of the other, because of the wide disparity in the problems which required practical solution to enable both to enjoy their present popularity born only of successful achievement.

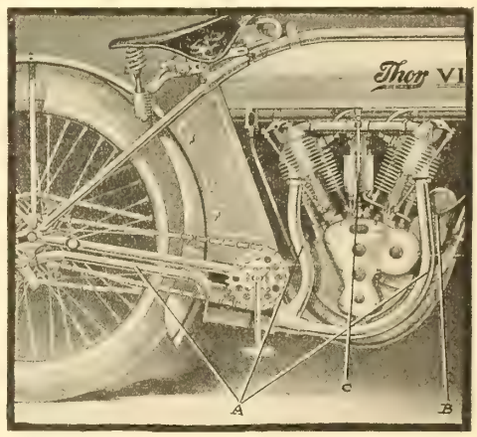
To those of us who have known the motorcycle since its babyhood and have watched it grow, and also have noted the development of the motor car, through natural interest, due to its close general relationship with its two-wheeled brother, there plainly is apparent a close mechanical connection, especially so, since the introduction of the automobile type of motor having a high ratio of power and capacity to light weight. This factor of weight to efficiency is, as the merest tyro can observe, the chief desideratum in constructing the power plant of the modern motorcycle.

Silence.

As a potent example of the influence exercised by automobile practice on motorcycle design, let me cite one of the most important problems which confronts the motorcycle engineer to-day, viz.: the producing of a smooth running and practically noiseless engine possessing great power. No doubt, if motor car designers had allowed their present cars to perpetuate the big, noisy blunderbusses of days past, there would be lacking that highly desirable influence, and suggestion, impressing itself gradually but forcibly on the motorcycle constructor. The effect of this influence is to be seen in the effort to secure in the 1912 models, sweeter and smoother running without any sacrifice of that wonderful power which made their predecessors famous. Were it not for the extreme absence of noise in the 1912 motor car, we hardly would notice the unusual degree in which silence has been obtained in our motorcycles of current vintage. This indeed, is a much to be commended trend.

Of course, in pursuit of the solution of the noise problem, the motorcycle designer is "up against" much more difficult conditions, than those which best the automobile engine builder, for motorcycles, at present, I regret to state, are compared solely on a power basis. Therefore, it is quite too much to expect that power will be sacrificed deliberately to any extent in order to obtain sweeter and quieter operation. On the other hand, however, it scarcely is possible that the insistent public demand for a near approach to silence in a motorcycle in all that the name implies, much longer can be ignored by the makers. Let us hope not, at any rate, for it should, and fortunately is realized, by those most vitally concerned, that public antagonism to the motorcycle is created and fostered chiefly by the abuse of the muffler cut-out. Therefore, an engine which is so designed as to necessitate the use of a cut-out, in order to produce even normal power, brands the designer as lacking in mechanical ability, and is detrimental to the advancement of the entire industry.

In automobile practice, it has been found that a long exhaust pipe, of proper diameter, fitted to the muffler, is a most valuable attachment in silencing the volume of sound issuing from the motor. This auxiliary is termed technically a "tailpipe," the reason for the designation being quite obvious. This feature, I notice, has been applied to motorcycles with excellent result. Therefore, why should manufacturers continue using tiny 12-inch pipes, with inefficient mufflers, and covering these shortcomings in a crude manner, by tacking on a cut-out. While a cut-out may be necessary, under the conditions stated, an exhaust system, properly designed, will not require a cut-out, in order to secure a measurable degree of power production, and with such a contraption eliminated, the motorcycle will gain many new and desirable friends and riders.



(A) Thor Also Has Pleasing Exhaust Leads, (B) Protected Magneto, (C) Twin Jet Carbureter

Long experience has taught the motor car designer and dealer that silence is a mighty strong and valuable selling argument and it would be most pleasing to many in the motorcycle trade to see the manufacturers provide their agents with similar sales ammunition. Silence is well worth the few drawbacks, if it really is encumbered by any, which it may entail, and it certainly behooves the motorcycle designer



Light Piston Construction Used by Harley-Davidson

to continue striving along these lines. The silent motor car is everywhere, so that opportunity for reproduction incessantly is knocking for admission in motorcycle shops —let it in.

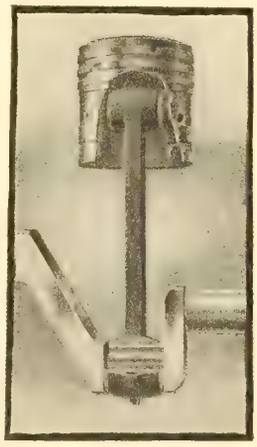
Power.

In scrutinizing the methods by which high power is obtained from small, slender looking motors, one is impressed with the fact that the motorcycle designer must have taught the motor car builder a few lessons, inasmuch as the former was first to employ the formulas for securing great power with light weight, which have been adopted on many cars of to-day. One illustration will suffice. It is but a few years back that motor cars intended for public consumption were fitted with engines carrying such heavy cast iron pistons that a real "live" motor was unknown. Manufacturers hesitated to fit light pistons to their touring car engines, although racing experience must have demonstrated to them, the value of light weight pistons. Nevertheless it was not until automobile makers acquainted themselves with motorcycle construction that they realized the very general extent to which light pistons and other reciprocating parts were employed in touring models, and how largely these "pared" members were responsible for that snappiness and "jump" ever present in a healthy motorcycle engine. Then it was that the car designer woke up, and gave serious consideration to lightening his engine.

Motorcycle manufacturers went "the limit," with their pistons on lightening, with the inevitable result that broken pistons became frequent in racing machines, and the builders, wisely learning their lessons, returned to a sturdier and safer type of piston. Rationalism in piston construction plainly was to be seen in the types exhibited at the last Garden show.

In crowding the last breath of power from racing motors, designers pushed the compression up to a point where chronic overheating developed. Although productive of excessive power, abnormal compression is exceptionally injurious to the motor, and when the ailments which followed its adoption manifested themselves the natural remedy was applied and the pressure reduced until the detrimental symptoms were eradicated and an engine of exceptional power and softness was obtained. It is interesting to note that a very prominent racing motor has surprisingly low compression, contrary to the very general impression.

It is reported on good authority that some motor car designers now are being confronted with these identical problems, so that they undoubtedly could borrow a few leaves from the motorcycle designer's book of experience very profitably. I am advised, too, that the present day valve gear of the automobile motor owes much of its original design to the earlier high speed motorcycle engine. However, motor car engine practice of to-day well is worth studying by those motorcycle makers who are interested in bringing their machines to a high state of efficiency. An interesting observation of the motorcycle makers with regard to their attitude in improving their product conveys the impression that



Pierce Pistons are Trim and Slender

they are much more ready to profit by the lessons taught in racing, and employ the knowledge gained in bettering their touring models, than are the automobile builders. It appears, therefore, taking results into consideration, that motorcycle racing, unquestionably has improved "the breed," although some dabblers in it profess not to so believe.

Lubrication.

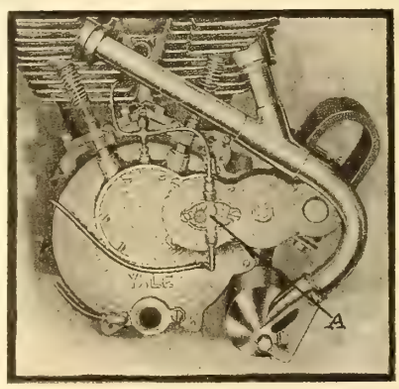
There is a decided advantage in favor of the motor car maker when we begin to delve into oiling systems. On a basis of deduction, it would seem that as builders of very high speed engines, the motorcycle designers would pay the greatest attention to lubricating them, but none will deny that automobile oiling has come in for much greater thought and attention than the motorcycle power plant. Forced lubrication is rather rare in motorcycling circles, although it is obtaining presumably a firm foothold in this country and abroad, while at the last New York show we find the drip or gravity feed system in large numbers, and in many cases, supplemented by the hand pump for emergencies. Viewing the situation broadly, tendencies and practice indicate flattery of the automobile oiling specialist.

The advantages claimed for and possessed by a mechanical force feed lubricating system need no emphasizing. High speeds cannot be maintained otherwise, unless with ill effect, for it is not so much a question of securing a quantity of oil at a pressure, as of obtaining that quantity of good and cool lubricant in the proper place at the proper time. It necessarily may increase the cost of production, but even so, is well worth the additional outlay, for it can be made so simple and thoroughly fool proof as to dissipate the prevailing delusion of the need for a hand pump.

For supplying cool and clean oil to the motor, a particularly efficient apparatus which was shown for the first time at the Garden last month was the new Bosch oiler. While at present produced in automobile type only, I believe, its simplicity and positive action has much to commend it for motorcycles also. It is built in unit form, with any required number of feeds, the units being added as desired, much as a sectional bookcase is expanded. I believe that this apparatus could be adapted for motorcycle use very nicely, and by placing the operating mechanism of the lubricator within the oil reservoir and actuating it by a shaft from the motor, a neat, inconspicuous and well-protected oiling system would be obtainable.

Carbureters.

In regard to any influence which the motor car carbureter may have exerted on its motorcycle prototype, I find myself quite unable to locate other than the adoption of the multiple jet. Vice versa there is even less copying in this department. Both have their respective operating levers and controls, likewise auxiliary air inlets, either automatically or mechanically governed, and so on. Car designers might, however, compare the accessibility of a motorcycle carbureter with that of an automobile. Let the designer put a watch on himself while he removes the spray nozzle of a motorcycle carbureter, duplicate the feat with his car mixing plant and make a



Yale Uses Two Oil Pumps—Mechanical (A) and Hand Actuated

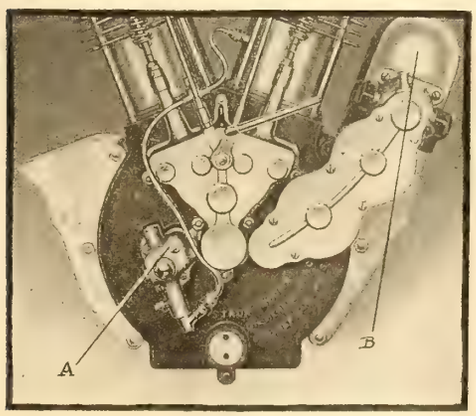
comparison. It is likely to prove distasteful, but it may cause an awakening which will redound to the benefit of the car buyer. A motorcycle spray nozzle can be dismounted in two or three minutes, while on most cars the operation is indeed trying.

Ignition.

Turning to the magneto, the so-called heart of the motor, it is the one component accessory which has been the greatest factor in making the motorcycle the reliable vehicle it is to-day. It is interesting to know that the high tension type of magneto was used to a considerable extent on motorcycles, before it became a regular fixture on cars. In view of its universal adoption by the car builders to-day, who in their specifications lay considerable stress on the magneto equipment, it seems strange that the motorcycle should have led the way in this advance, but the fact is undeniable, and it indeed is a triumph for the little fellow of the road.

When we take up the methods of attaching the magneto to the motor, we find the tables turned, for the motorcycle builder, I regret to state, has much to learn from his automobile brother. However, he is learning rapidly at present, as was made plain to anyone who studied magneto-mounting on the motorcycles at the New York show. At least two makers, fastened their instruments with steel straps, instead of the conventional bolts, which insist on rusting if not protected, and then become well nigh immovable.

Quite a number of magnetos were placed in a more protected position than formerly, either higher from the road at the front of the motor, or in the rear of the cylinders. This item of location, however, is less important than formerly, for the more popular instruments now are more or less enclosed and will withstand any amount of punishment from mud and water without "shorting." This immunity is especially true of the new "Z" types of Bosch magnetos, their secondary cables being held in position by a sharp pointed screw, which swells the insulation as it passes through the strands of wire, and makes the entrance of water to the carbon brush impossible,

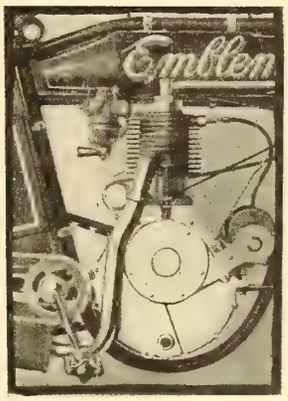


(A) Indian Gear Pump and Distributer Valve (B) Magneto Bed Bolted to Motor Anchor Plates

because of the expansion of the cable to form a tight fit in its bushing.

Bore and Stroke.

The long stroke motor has not attained that degree of prominence in motorcycle circles, which has ben responsible for its wide exploitation in automobile realms as the greatest advance in motor design in recent years. It is true of motorcycle practice that "square" motors, in which the bore and stroke are equal, are quite few, but to find an engine with a stroke one-fourth greater than the bore, also is a rarity. A sort of happy medium between "square" cylinders and long strokes seems to have been struck in a moderate excess of stroke over bore. This is due to limitations which the motorcycle designer must observe in laying down a motor, for the stroke necessarily must be kept within normal limits, to facilitate easy removal of the cylinders without requiring a dismounting of the tank or other components.



Emblem Long Stroke Motor—4 in.

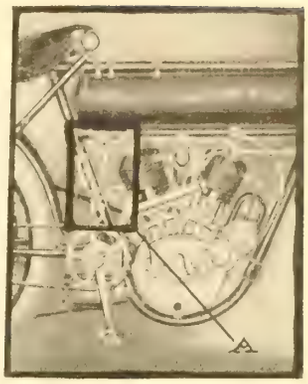
Of course, it is obvious that cylinders require removals at more or less frequent periods in order that accumulated carbon may be divorced from the combustion chamber, piston and rings. This carbonization is due in equal measure to the use of poor oil, crude lubricating systems and unprotected carbureter air ports, the latter constituting an excellent avenue of ingress for dust, pebbles and all sorts of flying matter. Taking these facts into consideration, it hardly seems possible that while present frame and tank styles remain popular, motorcycle designers will adopt longer stroke motors than at present are in vogue.

Tanks.

In comparing fuel reservoirs on motorcycle and automobiles, it definitely may be said that the former have of recent years felt the influence of the latter, as exemplified in the fitting of larger tanks and filler nozzles. However such automobile tank refinements as strainers and gauges yet are rarities on motorcycles.

Cooling.

Present cooling system on motorcycles are exactly the opposite to cars as regards



Merkel Double Oiling System: (A) Sight Feed and Hand Pump

number and type. That is, while water cooling is almost universal and air cooling almost extinct in motor car circles, the other extreme obtains on motorcycles. In fact there are no water cooled motorcycles in America, but the system has a few advocates among British builders. Therefore there seems to be comparatively little room for comparison here, but the success of water cooling on motorcycles has to my mind yet to be demonstrated. Water cooling involves additional mechanism, additional weight and very careful design. Then too, special material must be used in order that the entire system can be built to withstand successfully vibrational stresses. Taking these conditions into consideration, it appears, that for the present at least, and while motorcycle engines are restricted within present limits, water cooling is undesirable and unlikely to meet with adoption to any appreciable extent, at least for some time to come.

Other Details.

Again returning to the desideratum of silence, I find that some designers, in their pursuit of noiselessness, follow the, to my mind, questionable practice of fitting individual valve spring covers, in order to prevent the click of the valves and tappets becoming audible. Of course, valve springs are subjected to considerable heat under ordinary working conditions, and in time become weakened by a high temperature, despite the neutralizing effect of air cooling. Therefore, the enclosing of the valves seems other than good practice on a motorcycle, for the heat would be retained in the stem housings, and the springs naturally would be subjected to even higher heat than at present, with a corresponding shortening of their life.

However, as a preventative of wear, valve covers would protect the guides from dust and grit in no small degree, and this undoubtedly is an advantage, but it hardly offsets the injurious effects accompanying the enclosing of the springs where such terrific working temperatures prevail. In connection with valve guides, I noticed at the New York show, that there is a tendency to follow car practice in the use of long guides of the detachable type, which

is a desirable refinement. Heretofore, valve guides, in most instances have been too short, and poorly made, so that they not only caused sticking and rendered unsatisfactory service, but worst of all, were removable only at the factory. There are a host of "hard to locate" troubles in store



Another Long Stroke Motor—Pierce Single

for the rider who is so unfortunate as to own a motor with improper valve guides, and manufacturers, to whom these remarks apply, should fit guides of sufficient length, which can be removed easily for renewal, or at least rebushed.

Motor car influence has been felt strongly in designing the brake systems of the leading motorcycles of the day. Greater working surface is contained in current brakes, making them safer and more efficient, as well as more durable. While coaster brakes were satisfactory for light bicycles, they never were of much use on their much speedier and powerful offspring, until the band was incorporated in the braking mechanism in lieu of the tiny expanding shoes, but even now there is plenty of room for improvement. Two brakes, acting independent, are an ideal system, if they both are of good design. Why should the makers now not strive to provide their machines with means for stopping quickly—they certainly can travel fast enough?

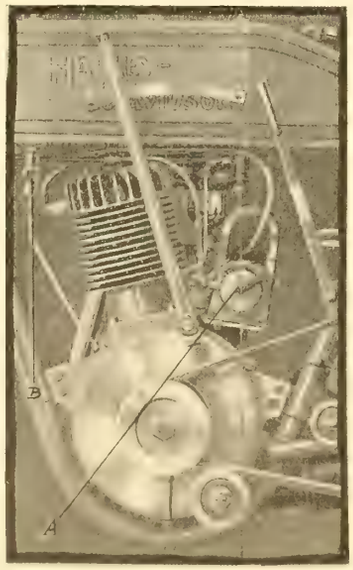
In the gradual conquering of the problem of starting a motorcycle without exertion, again is disclosed the influence of the automobile, as exemplified by the introduction of the foot starter, and if we become more languid, we might insist on a self-starter; perhaps we will get that too, in time. The fact remains, however, that the influence of the motor car is being felt all too lightly in respect to easy starting, for every motorcycle should have a clutch at least, if not several speeds as well. Space considerations complex the problem very much, but it sincerely is to be hoped that such desirable advances will be made, and made soon, as all motorcycle enthusiasts are not so athletic as to be able to start a 250-pound machine, even on a level road. And even, if they were physically capable, there are not a few who do not care for the exertion necessary.

There is one feature which hardly will bear copying from the automobile, and that it the foot-controlled clutch. It seems far safer to verse the clutch control in a hand lever operated from the grip preferably; as yet we need our pedal extremeties for balancing at low speeds.

Quick detachable wheels are of greater importance than we have realized probably, and although a good design seems far off, it must be found, and adopted, since the removal of the entire wheel is the sole method of tire replacement at present. I do not overlook the changing of a butt-end tube without necessitating the removal of the wheel, but when casings or endless tubes, require replacement, and these types are in the great majority, out must come the wheel. At present too much mechanism has to be disturbed and re-adjusted, to make tire changing other than most disagreeable and to be dreaded by the average rider.

With regard to power transmission from the motor to the rear wheel, there are numerous difficult conditions with which to cope. I believe that the belt is likely to hold its own for some time to come, although the chain is making headway steadily, but this progress seems to me to reflect a sporadic and unstable demand, and not because a chain has proven decidedly more superior for all around motorcycle work. The belt drive has a very good point in its favor in the wide latitude in gear changing which it permits.

Shaft drive commands consideration, for it seems to hold much as a desirable transmitting medium, but weight, spring couplings, size and cost of manufacture are deciding factors which militate against it making greater progress. It is highly successful on cars, and if the main objections to its use on motorcycles could be removed, we again would have copied, and wisely. There is no question but that the shaft drive is better for motorcycle use than either belt or chain, but cost and complication are the prohibiting forces.



(A) Harley-Davidson Prefers Rear Magneto Mounting, (B) And the Vacuum-Gravity Oiling System

The last and most youthful motor car influence which is being felt in motorcycle circles, is the very interesting connecting link being forged by the appearance of that hybrid vehicle termed the monocar. It is rising to popularity in Great Britain, but in America it yet is unknown although members of the family as exemplified in the tri-car and sidecar are destined to enjoy great popularity from now on. Perhaps the monocar will have its day here in due time. There are great and attractive possibilities for a machine of this type, and it may be that it will influence the design of the motorcycle proper. At any rate, it is quite probable that it will bring motorcycles and motor cars even closer together than they ever before have been, and engender a more friendly feeling between the users of both types of vehicles than now exists. Let us hope so.

1878—Boston Bicycle Club—1912.

Bearing words of good fellowship and expressing fraternal spirit in every line of two really good examples of poetry, one by Quincy Kilby, B. B. C., to the Pickwick B. C., of London, the other by R. D. F. Paul of the latter club, in reply, "Circular Number 591," brings to members the announcement of the annual dinner of the oldest bicycle club in America, the Boston Bicycle Club. As the heading of this article reads, so does that of the circular, which continues:

"The Thirty-four Anniversary of our First Annual dinner constituting our Thirty-fifth gathering at the festive board will take place at the Rathskeller of the Copley Square Hotel on the evening of Saturday, February 10, 1912, at seven o'clock.

"It is the special desire of the committee to have as full attendance as possible, with a good representation of the junior members.

"In accordance with vote of the club, given three weeks ago, the committee will distribute the medals commemorative of attendance upon the 'Wheel about the Hub' to those entitled to them.

"Our fellow member, Abbot Bassett, for twenty-five consecutive years Secretary of the L. A. W., will be the guest of honor of the club."

Frederick Whitney, C. C. Ryder, and J. Rush Green compose the committee on the 1912 dinner.

Annual Meeting of the Rock Islanders.

Rock Island, Ill., Jan. 29.—At the annual meeting of the Rock Island Motorcycle Club, held at Koch's Motorcycle garage, January 19, the following officers were elected: President, Guy L. Munger; vice-president, S. C. Hemenway; secretary-treasurer, Ben. A. Koch; captain, Samuel Switzer; first lieutenant, Roy Wilmerton; second lieutenant, Charles Bleuer. The club has a total of 23 members, all of whom were present at the meeting. A plan for increasing the membership to over 50 is being considered by the officers.

PROVIDENCE RETURNS TO SHOW CIRCUIT IN FINE FORM

13 Motorcycles Staged in Little Rhody's First Motor Exhibition Since 1908—Dixie Garden Decorations Make Handsome Setting—Big Armory Main Floor Larger Than New York's Garden Arena—Large Attendance Drawn from Southern New England.

Providence, R. I., Jan. 28.—In the comparatively rational and peaceful manner in which men and events alike, "pass on" in New England, when their terms expire, the Providence automobile and motorcycle show, which has been running all week in the magnificent State Armory, came to a close last night. The finale was conspicuous for the absence of that general abandon and effervescence, which characterizes the annual falling of the curtain on the New York motor exhibition.

Four years elapsed between the show just closed and its predecessor, and it naturally follows that the city was "ripe" for a motor display. It goes without saying that last week's exhibition was the greatest of its kind ever held here, and in the matter of decorations, at least, there are not a few, who saw both the New York and Providence shows of the present season, who unhesitatingly award the "dress" honors to Roger William's city.

In keeping with the city's reputation as an active motorcycle center, this industry was well represented by the Indian, Harley-Davidson, Excelsior and Pope, a total of 13 machines being staged. Of course local dealers sponsored the motorcycle displays, although in some cases, loyal support was tendered by the factories. The motorcycle exhibits were located in the basement, but this was made to appear so comfortable through the agency of tasteful decorations, a ladies orchestra, and a restaurant, that it truly may be said that the machines appeared to better advantage than they have in the basement of old Madison Square Garden.

It required two spaces to accommodate the exhibt of B. A. Swenson, who had practically the entire New York show tribe of Indians, including the sidecar, encamped on his reservation. He showed six machines, including singles and twins, regular and T. T. models, a sectioned twin motor and two speed, and a complete line of accessories, and motor clothing. By long odds the most novel and original machine at the show, was the "Indian Jr" which Swenson himself built on Indian lines, for his heir apparent. The machine mounts a 1¼-horsepower motor, and weighs 70 pounds. The sidecar outfit proved a star attraction, particularly, with the ladies. It seemed to possess a fascination which was irresistible, and won many enthusiastic admirers.

It was the first time Harley-Davidson machines were exhibited at a local show, but their debut was an auspicious one, the entire New York Garden galaxy of four models being on parade. Clarence Loftes, the local agent, had a well-arranged exhibit, and a large corps of assistants to dispense literature and information to the steady crowd of visitors, who tarried at the booth. Loftes maintained a demonstrator outside the armory, and said that it was kept busy all the time. He discovered a deep interest on the part of visitors, in the sectioned model and display parts, indicating a tendency of show-goers to familiarize themselves with motorcycle structural details, as they have with motor cars. He also reported a widespread interest in the sidecar, and believes that from indications, the makers will be swamped by the demand when the touring season is well under way.

On the same side of the "row," and but a few spaces removed, Hirah Baxter and the Excelsior were camped. Two of the New York show models, a single and twin, belt drive, were on the firing line. It also was the first time these machines were present at a local exhibition, but Baxter now is firmly convinced that buying show space is a gilt edge investment. He likewise unearthed a rich vein of sidecar interest, which he predicts will assay high in business returns.

One Pope motorcycle was on deck at the Pope-Hartford motor truck exhibit. Standing alongside a big freighter it looked lonesome, and was so overshadowed that it required keen scrutiny to discover it.

Lavish requisition on the usual show decorative "props" including bunting, lattice work, electric lights and smilax, was made. The predominating decorative scheme was that of a Southern garden, and



RHODE ISLAND STATE ARMORY, WHERE THE PROVIDENCE AUTOMOBILE AND MOTORCYCLE SHOW WAS HELD

the artisans outdid themselves in obtaining the desired effect. The roof of the main hall was canopied with blue bunting, studded with strings of electric lamps, which, when illuminated, realistically conveyed a night sky effect. The "distance" impression was most effective.

Blue and white bunting on the walls and roof, red and green floor carpet, white lattice work fringing the exhibits at a ten-foot elevation, and studded with electric lights, smilax and poinsettias were so combined as to form a most harmonious setting. Red and green panel signs with gold lettering, and triangulated to be read both ways, indicated the identity of each exhibit. The basement decorative scheme was simliar to the arena, save for the sky canopy. An interesting feature of the decorations was their suspension by cords, from girders and walls, no nail or screw fastenings being used, owing to a state prohibition.

On the opening night the attendance was immense, over 20,000 people passing the gate. Of course this was a record, but the four years' longing was not to be satisfied in a night, and the attendance continued strong until the final day, when it was lightest.

Strange to say, accessory exhibitors were quite few, especially those offering motorcycle accoutrements. The motorcycle and accessory exhibitors and their wares were the following:

B. A. Swenson—Indian motorcycles. Six machines; sectioned parts. Show staff—B. A. Swenson, J. G. Edwards, W. N. B. Turney, E. C. Spencer, F. Labonte, Edward Spencer, Carl Swenson.

Elmwood Cyclery—Harley-Davidson motorcycles. Four machines; sectioned model and parts. Show staff—J. C. Loftes, Alvin Loftes, Arthur L. Boyce, W. J. Walker, Gorden Koerner, A. Fazzi, Eric Carlson, John Youngberg, Carl Youngberg.

Hirah G. Baxter—Excelsior motorcycles. Two machines. Show staff—Hirah G. Baxter, W. C. Blanchard, William Place, Jr., Leon P. Brown.

Rhode Island Motor Car Co.—Pope motorcycles. One machine.

ACCESSORIES.

B. A. Swenson—Full line motorcycle supplies, clothing, imported leggings.

Waite Auto Supply Co.—Speedometers, spark plugs, goggles, tools, ammeters, polish.

National Tube Co.—Shelby seamless steel tubing.

Post & Lester Co.—Plugs, speedometers.

Kincaid Oil Co.—Oils, greases.

Narragansett Chemical Co.—Oils, soap, greases.

B. F. Green & Co.—Cravenette clothing.

Armory Showlets Shot on the Wing.

That Harley-Davidson new twin chain driver was a powerful magnet in pulling the crowd to Loftes' layout. On the other side of the "war shed," Swenson had something classy in a fire cart red T. T. two-speed sidecar rig.

That "Indian, Jr.", had lots of folks guessing. They would sight it, make an optical meal on it, ask a few questions, take away a catalog, and return later to fire this: "I don't see the Junior listed in the catalog. Why?

On the opening night the lights went out and stayed out for half an hour. Baxter was fortunate enough to be opposite a car equipped with large electric lamps, and the auto man accomodatingly turned them on, flooding the Excelsior space with light while the rest of the tenants in the lower region were in Stygian darkness.

Those Loftes roosters were in great demand. Absolutely silent, too.

All of the dealers were enthusiastic over the outlook for a big season. While



THE SOUVENIR THAT SWENSON GAVE

Swenson booked 12 orders, and Baxter 17, all figure that it was not the actual sales during the week which counted for so much, but the long line of newly interested persons and prospects who would ripen into buyers later.

Pick this, while it's in bloom. Walter Bardgett, ex-bicycle racer and referee, now is a full fledged scribe. Honor bright, Walter now presides over the sporting page of the Providence Evening News, and had a daily show story. He is well versed in piston displacement formula and all the rest of the technical lore, now. During show week he exchanged monickers with all the auto, motorcycle and bicycle men, and local sport writers, so he sort of got away to a flying start.

Overheard several times at Swenson's space "Say Al, get one of those gold Indian pins for me?" "Gold pins? What do you mean?" "Oh say, Al, don't play ruzzielamb, I'm wise to the pin donation. If you have'nt any for me all right." "Say, look here, what are you driving at on this pin racket, anyway?" "Why, I was talking with a fellow upstairs, and he had a five dollar gold piece scarf pin with the Indian head out. He said you were giving out a very few to favored friends, so I just naturally wanted to get in on one if possible." "Ha! Ha! So you fell for that yarn, eh? Well, I can't afford to give away five dollar gold pieces, but here is a 'diamond' watch fob that you will like better."

Did you get one of those classy Indian watch fobs with three "stones" in the head feathers? They were in great demand. The feathers bear inscriptions telling of Indian victories. A Swenson advertising idea that made a hit.

C. A. Persons, the Worcester saddle man, was on hand frequently accelerating the demand for his sidecar and saddle. He though the decorations surpassed those at New York.

Here is Swenson's idea of a fully equipped machine for two, as applied to one of his regular "sevens:" Swenson tandem attachment, Holden spring seat post, Purdy exhaust whistle, Old Sol lamp, Jones speedometer, watch holder. Did he forget anything?

Many dealers in small towns throughout Massachusetts, Rhode Island and Connecticut, brought prospects to the show and closed sales. Among the dealers who escorted parties from out of town were Oscar Beauvais, Taunton, Mass., George P. Williams, New Bedford, Mass.; C. V. Pendleton, Jr., Norwich, Conn.; E. Broadbent, Attleboro, Mass.; Archie Brown, Wakefield, R. I.

In and About Providence Agencies.

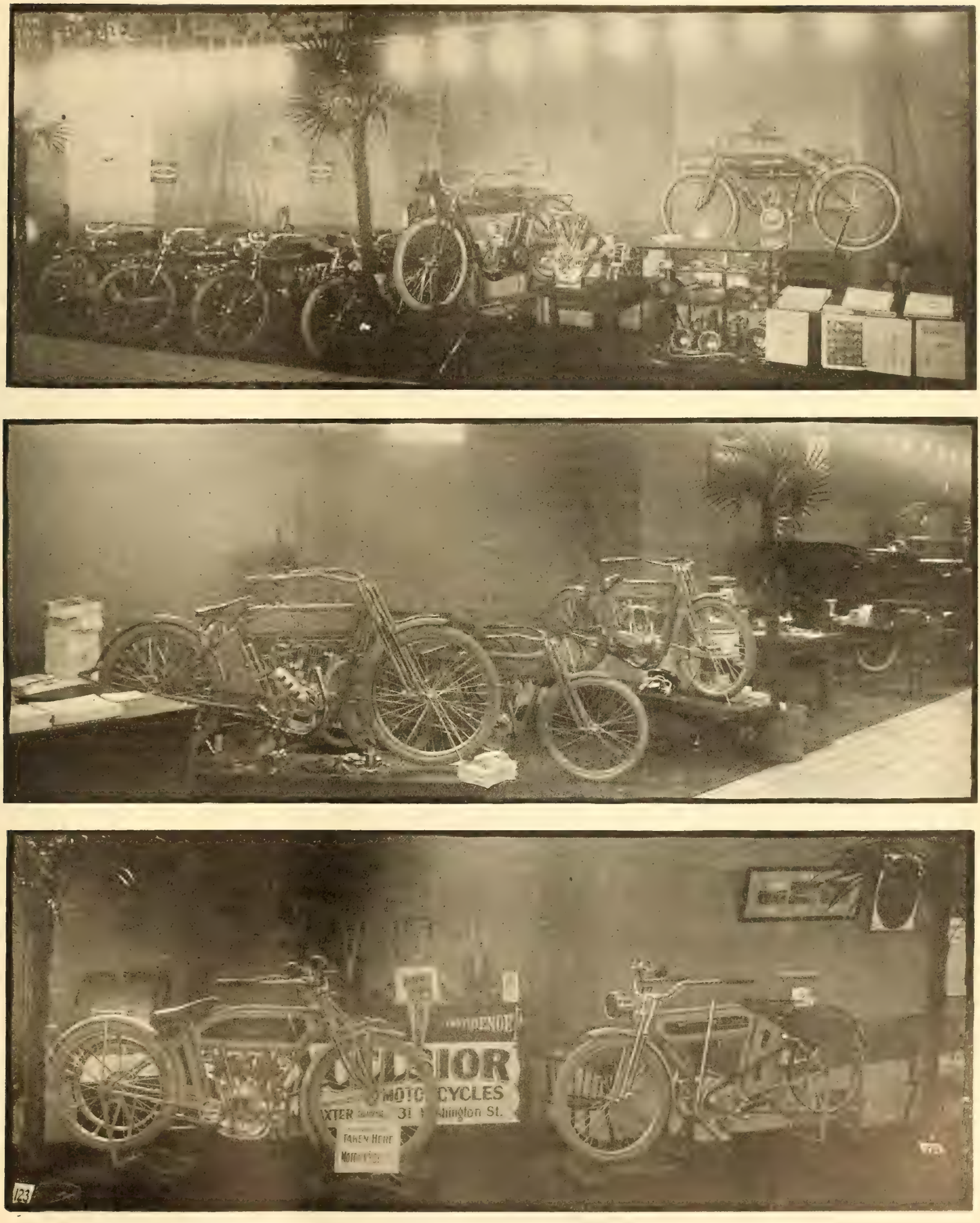
Providence, R. I., Feb. 1—Hirah G. Baxter, agent for Excelsior motorcycles, will take possession of new quarters at 172 Washington street, corner of Snow street, shortly. The new store, which is but a few blocks removed from the present establishment, and situated on the same thoroughfare, in the heart of the automobile district, will, of course, offer improved facilities for handling Excelsior sales and repairs.

Pope motorcycles will be sold in this territory hereafter, by the Rhode Island Motor Car Co., 69 Broad stret, who have handled Pope cars for several years. They are the first of the local automobile concerns to take on motorcycles.

Wearwell Discontinues Marion Factory.

Kokomo, Ind., Jan. 27.—Announcement is made by the Wearwell Rubber Co. that its branch factory at Marion, Ind., has been discontinued, and that in the future it will manufacture its lines of mechanical rubber goods, materials for repair outfits, bicycle and motorcycle casings and tubes, vulcanizers, gasoline motors, etc., at the Kokomo plant. G. R. Van Aucken, who was general manager of the company, has severed his connection with the house.

Three Treiber brothers, W. H., C. F. and W. C., will open a motorcycle store at 105 Grove avenue, Elgin, Ill.



THE INDIAN, HARLEY-DAVIDSON AND EXCELSIOR EXHIBITS AT THE PROVIDENCE MOTORCYCLE SHOW

Latest F.A.M and Club News.



ESTABROOK'S WEEKLY BULLETIN

Three New Clubs and Nineteen More Repair Shops—Legal Action Committee After Information on State Laws.

During the week which closed January 27, clubs affiliating with the F. A. M. were as follows:

No. 217, Turlock (Calif.) Motorcycle Club, M. E. Cooper, secretary; 12 members.

No. 218, Tacoma (Wash.) Motorcycle Club, A. F. Hoska, secretary, 1307 Pacific avenue; 21 members.

No. 219, Quaker City Motorcycle Club, Philadelphia, William A. Stark, secretary, 2512 North Gratz street; 27 members.

Chairman Estabrook's bulletin continues to prove interesting and shows that he is actively "on the job." He says:

Wauchope Bros., enthusiastic motorcyclists of Lodi, Cal., and members of the Stockton M. C. and F. A. M., as well, are planning to organize a local club and have set the date for its accomplishment on April 7 which is also the date of their sixth anniversary in business in Lodi. They are making an early start so as to have everything in readiness on the above date, and plan to take it upon themselves to give prospective club members and friends a fine banquet interspersed with varied entertainment.

Leon F. Riche, of Great Barrington, Mass., reports local conditions as favorable for forming an F. A. M. club in the early riding season. There are about 40 local riders in the immediate vicinity of Great Barrington, many of which have expressed a desire to join a local club for the benefits which organization offers in addition to sociability and companionship.

C. A. Jenner, physical director at the Brush Union School, Brush, Colo., is an enthusiastic motorcyclist and reports the local road and other conditions as exceptionally fine for the sport in his locality. He has it in mind to organize the local riders into a club in order that sight-seeing runs or short tours may be the more enjoyable.

Henry Fisher, of Southold, N. Y., believes in sociability, clean sport and companionship in motorcycle trips and tours and so is working to organize a local club.

The Legal Action Committee of the F. A. M. is now functioning in a manner which should be pleasing as well as profitable to all members, in that present and prospective State laws or local ordinances will receive a measure of consideration by the F. A. M. Co-operation with as well as assistance, is offered to local clubs and officers and to F. A. M. State officials in combating drastic and burdensome measures that exist at present, or that are in prospect. With a view to being helpful and to learn of existing State laws which annoy motorcyclists, the chairman of the Legal Action Committee is plying the F. A. M. commissioners of the several States with a list of questions to which it is hoped a ready response will be given. All motorcyclists should join the F. A. M. and give us their support in this work.

For the week ending January 27 repair shops were registered as follows: E. R. Kahrs, 650 Ellis street, Augusta, Ga.; West End Electrical & Cycle Company, Green and Maclay streets, Harrisburg, Pa.; Miner & Houseknecht, 46 Main street, Batavia, N. Y.; F. Schwarz, 447 West North avenue, Chicago; South Side Cycle Company, 1623 South Broadway, St. Louis; Holdridge & Gordon, 903 H street, Modesto, Calif.; Thomas Tauber, 628 Walnut street, McKeesport, Pa.; H. Von Der Linden, 52 Market street, Poughkeepsie, N. Y.; Walker Bros., 105 Court street, Bowling Green, O.; R. F. Hofheinz, 220 East Commerce street, San Antonio, Tex.; Chase Motor Company, Charles and Read streets, Baltimore; R. E. Rodgers, 409 Chess street, Monongahela, Pa.; Chicago Motorcycle Works, 738 Sheridan road, Chicago; Excelsior Autocycle Company, 473 Woodward avenue, Detroit, Mich.; T. W. Long, 43 East Wheeling street, Washington, Pa.; Thomas Bouchie, 903 North Seventh street, Vincennes, Ind., J. M. Williams, 18 Seventh street, Franklin, Pa.; William H. Danner, Washington avenue, Siegfried, Pa.; R. C. Brazenor, 1507 Bushwick avenue, Brooklyn, N. Y.

Cards are out for a social and dance under the auspices of the Little Rhody Cycle Club, Providence, R. I., Tuesday night, February 6, in K. of P. hall, Elmwood. During intermission there will be home trainer races and exhibitions by Alvin Loftes.

JANUARY MEMBERSHIP REPORT

Secretary-Treasurer Gibson's Bulletin Shows 402 New Members, California Leading—Shop List in Preparation.

January rolled up a total of 402 new members for the F. A. M., a gain of 169 over December figures. The number supplied by each State was as follows: New Hampshire, 1; Vermont, 1; Massachusetts, 10; Connecticut, 4; New York, 20; Pennsylvania, 34; New Jersey, 3; Maryland, 10; North Carolina, 1; South Carolina, 9; Georgia, 1; Florida, 3; Alabama, 1; Mississippi, 1; Louisiana, 9; Texas, 21; Ohio, 47; Indiana, 15; Michigan, 19; Wisconsin, 6; Illinois, 6; Missouri, 14; Kansas, 9; Minnesota, 1; Iowa, 12; Nebraska, 2; South Dakota, 1; Arizona, 1; New Mexico, 1; Colorado, 2; Montana, 1 California, 104; Oregon, 1; Washington, 25; Canada, 3; Panama, 3. Lost card issued in January, No. 12,466.

By F. A. M. districts the division of the new members is as follows: New England, 16; Atlantic, 67; Peninsular, 15; Gulf, 31; Lake, 107; Central, 25; Southwestern, 108; Pacific, 27; Insular, 3; Canadian, 3.

Renewals for January totaled 153, the districts contributing their quotas as follows: New England, 17; Atlantic, 55; Peninsular, 4; Gulf, 2; Lake, 42; Central, 2; Southwestern, 20; Pacific, 11.

Secretary-Trasurer Gibson has issued a circular letter to all holders of registered repair shop certificates, announcing that his office will compile and circulate broadcast over the country, a booklet containing the names and addresses of all trade members to whom repair certificates has been issued. He desires that every one receiving his notice shall reply at once giving correct business addresses and other information that may be requested for publicity. The booklet is to be issued about March 1.

A. C. Banta, F. A. M. No. 326, of San Jose, Calif., is the fourth person to receive the F. A. M. official award of $25 for supplying information leading to the arrest and conviction of a motorcycle thief. An escaped convict from New Jersey, named Kruger, stole an Indian motorcycle last November, belonging to O. E. Chase, of San Francisco. Banta caused his arrest.

BIG FEAST IN LITTLE RHODY

Providence Motorcyclists' Annual Banquet a Session of Joyous Jinks—Swenson and Scott the "Fun Kings."

Providence, R. I., Jan. 29.—There have been larger and more pretentious social functions held in this city, but it is safe to say that none were more enjoyable, and abounding in good humor, than the seventh annual banquet of the Providence Motorcycle Club, at Perkins' on Weybosset street, yesterday. Thirty-five members and guests sat down to a most appetizing but not digestion wrecking feast, which was benevolently assimiliated with keen zest, intermingled with sparkling repartee. The tables were arranged in the from of a "U," with the guest board forming the bridge.

Naturally the banquet committee, composed of A. R. Magee, chairman, L. P. Whitcher and John Kay, did not overlook the excellent opportunity which the selection of a menu afforded, for the drafting of an original and distinctly motorcycling style of food program, incorporating local and trade "hits." The style and typographical makeup of the order of courses was of a high standard. It contained a list of club officers, together with photographs of President E. L. Buffington and Treasurer B. A. Swenson, and constituted a most appropriate souvenir of the happy occasion. Here is the gasoline flavored feast which the fascinating waitresses set before the ravenous "35:"

Olives a la John Kay Blue Streak Celery
Roast Saddle (Spring Chicken)
T. T. Mashed Potatoes
Boiled Onions a la P. M. C.
Big Four Mashed Turnips
Hot Butt End Rolls with Hard Grease
Magneto Pineapple Tapioca Pudding with
Carbureter Whipped Cream
Assorted Side Car Ice Cream
Race Track Cheese Swenson Coffee
Gasoline Medium Oil
Ignition Cigars

When Banquet Chief Magee's excellent Havanas began to spark, the feed accoutrements were removed, and Toastmaster Buffington, who graces the presidential chair with becoming dignity, introduced in his own original style, B. A. Swenson, the leading dealer in the State, as the initial speaker of the evening. When Swenson arose he was greeted with loud applause, a true measure of his popularity.

He chose for his topic, the contests planned for the coming season, which hold interest for the local riders, and touched first on the contemplated series of New England quarterly trials, which undoubtedly will be the blue ribbon motorcycle events of the year in that district. Outlining in brief form, the tentative plans already formulated for the trials, he said that, in all probability, the Providence club would be invited to conduct one of these trials.

As now scheduled the promoters of the trials, of which there will be four, to be held at probably approximate quarterly intervals, plan to apportion them among the Springfield, Worcester, Providence and Boston motorcycle clubs, and it is likely that the Providence club will be designated to conduct the third event in the fall. Swenson dwelt on the widely beneficial effects which these events would have, in popularizing the sport in New England, particularly in the immediate districts where they are held, and of the manifold pleasure inducements which they would offer to riders to participate.

What the Club Contest Calendar Contains.

The speaker also directed attention to the first notable club road event of the season, the annual "herring run" to Taunton on Patriot's Day, April 19. This junket always attracts a large turnout, for it has the reputation of being a huge "joy ride" all the way. It also is possible that the club may promote a tour during the summer, recalling the F. A. M. Eastern tour to Buffalo last summer, which had its birth in Providence.

Perhaps the stellar number on the club calendar is the annual triangle run in the fall, which now is the oldest motorcycle event in the country. Its perpetuation attests of its popularity, which ever is increasing with each renewal. There was marked interest shown when Swenson spoke of the good prospects for a board track at Narrangansett Park, made famous by the ponies in days past. The board saucer will be built inside the dirt platter where the equine flyers formerly pranced, and will be a third of a mile circuit. There are excellent transportation facilities, and as Providence is one of the keenest racing centers in New England, the success of the venture seems assured. Swenson rang off with a few yarns that "brought down the house."

When the toastmaster said, "Gentlemen, we have with us this evening, William 'Wallet' Scott, of Providence, the West Indies, South America and other regions," and intimated an entertaining discourse from the returned globe trotter, he was most conservative. And "Buff" never has been noted for radicalism. "Scotty"—beg pardon, no connection with the Midas of Death Valley if you please—was into his post-prandial gallop very quickly. Maybe his recent transition from an equatorial atmosphere was of able assistance in enabling him to "get away" rapidly, although he long ago acquired the "starting on the spark" habit.

Scott Columbused around the West Indies, specifically St. Thomas, and also in South America, last winter. Naturally his store of information is unusually complete—he has a keen scent for news anyway—but unfortunately space does not permit of an extensive recounting of his observations. However, he will obligingly furnish full details to those interested, on application. Take it from Scott, if you would tour the West Indies, or South America, enjoyably, leave your motorcycle home, unless you are a rough rider like Swenson, for the "roads" are considerably "mussed" with ruts, sand and rocks. Incidentally, a respectable hill, to relieve the monotony. He strongly recommends a pony, and expounded a bit of financial gospel, to the effect that the "giddap" should be purchased in New York, and if returned to the port of embarkation, with good compression, tight bearings and a healthy diaphragm, it reasonably might be exchanged for its cost,



SOME OF THOSE WHO BANQUETED AT PROVIDENCE

less slight depreciation deduction, which may be termed "rent."

By this time, Scott had his audience well saturated with tropical humor, and suddenly flickered off the film, to return instantaneously in serious vein. He complimented the club on the enviable reputation it enjoyed throughout the country, and even abroad, as a progressive organization, and urged the members to even greater efforts. Members should be unwilling to rest on their past achievements, but should strive earnestly and vigorously to advance the club to a position of strength, prestige and influence second to none. The goal is possible, but the price is hard and enduring effort.

In paying well deserved tribute to Swenson, as the father of the club, and who chiefly is responsible for its present success, and the advantages and pleasures which the members enjoy, the speaker counseled against permitting a few willing workers to bear the burdens of club administration, unassisted, for too long a period, reminding his audience that "all work and no play," etc. Every member should do his share, for in numbers lies the secret of great accomplishment with least effort. In concluding, Scott urged upon the members, that if the club is invited to conduct one of the quarterly trials, every member should exert himself to the end that the local event will surpass all others in size, administrative efficiency, and favorable result. He relinquished the floor amid a tremendous ovation.

When the Real Hamlets Came On.

Toastmaster Buffington then announced that the banquet committee would offer some professional vaudeville as a change of bill. William Hughes, Jr., rendered several popular solos in an excellent tenor voice, with Mrs. Alice L. Smith at the piano. Thomas Mulgrew "got across" regularly, with singing sketches and stories. His impersonations of a baseball fan, in which he introduced several local diamond idols was a smashing "home run," the "ball" being lost.

J. Gould, as an exponent of the black art —no, not shoe shining, Pandora—juggled cards, "opened" handcuffs, and otherwise gave ocular exemplification of sleight of hand in an entertaining manner. His manipulation of the "bracelets" was particularly good.

When the "vod villians" had escaped, the toastmaster again declared vocabulary exercise in order, and presented Walter "Asbestos" Bardgett,—yes, he's absolutely fireproof—who used to instruct railway men to "cut him off at Buffalo," but now "roundhouses" at Providence. Walter is going to operate the Melrose bicycle track there the coming season, and as he has campaigned on the saucers himself for well night a score of years, and capped it with a season as referee on the N. C. A. Eastern circuit, he is pretty well equipped to occupy the managerial dais and enjoy the delectable sensation of Joewelching contracts to his ex-colleagues of the velodromes, coliseums and dromedaries. See that hump?

Be that as it may, Walter was powerful serious, when he remarked that fake racing always resulted in a quick demise of the sport in the locality where such practice prevailed, and that to survive and long be successful, racing must be absolutely clean and honest. He discerned fine possibilities for a revival of bicycle and motorcycle racing in Providence, and plans to introduce many innovations in the operation of the Melrose track, which he believes will become popular.

Touring, and how to do it properly, was the timely topic, selected by Frank Domina, ex-president of the club, who dabbles in racing, when he is not charlesjgliddening about America, or Europe. There is a world of significance in his remark that the Berkshire Hills, of Massachusetts, and the White Mountains, of New Hampshire, offer as pretty scenery as any part of Europe. He opined that Great Britain can be "done" very thoroughly by motorcycle, in six weeks, and all Europe that is "worth while," in 11 weeks.

A motorcycle can be shipped from New York to Liverpool for $5, and the railroad fare saved in traveling on the "other side" will cover the water transportation both ways. Furthermore, with a motorcycle, places can be visited that would be impossible via railroad itinerary, and on the whole, this is the most economical way to really "see Europe." The speaker stated that the cost is not nearly so excessive as the average rider thinks for, and that the trip is well worth while, to riders who can take it.

Toastmaster Buffington brought the speechmaking to a close, with a few apt remarks on the superb quarters which the club will possess when the new sales and service building, now being erected by Swenson, on Broad street, is completed, in the spring. The location is on a trunk touring route through the city, and it confidently is anticipated that the attractions of the new clubrooms will prove irresistible to unattached riders, and result in a large increase in membership.

"Now the Best of Friends Must Part."

After five solid hours of feasting, fun and frolic, the merry party braved the flashlight, and, voting unanimously that the "seventh annual" was the "best ever," dissolved in the darkness.

Those present were: E. L. Buffington, F. E. Domina, J. G. Edwards, B. A. Swenson, A. V. Howe, Edward A. Lutz, Albert B. Carlson, John Kay, E. C. Spencer, W. D. Burt, A. R. Magee, E. Domina, J. Edward Price, C. H. Westcott, L. P. Whitcher, H. H. Smith, W. L. Hughes, Jr., F. Labonte, George W. Hayden, G. Koerner, J. C. Loftes, N. T. Granlund, H. E. Winslow, W. W. Scott, George O. Moody, S. R. Green, all of Providence; W. A. Bardgett, Buffalo; J. J. O'Connor, New York City; George F. Fleurant, F. L. Pond, Woonsocket; Joseph T. Leddy, C. H. Frazier, Pawtucket; Charles W. Rayhill, Warwick; Charles J. Ephraimson, Natick; David R. Clark, Cranston.

Sparks from the Banquet "Battery."

Providence motorcyclists have good hours. Glimpse the clock, but get it right ——"p. m."

If you would like to know "why Scott went to South America"—ask Swenson. Tee-hee-hee.

When the handcuffs were passed around for inspection, Spencer handled them carelessly, and they "bit" him on both wrists. Then he became so highly excited that his collar made a "break for liberty," and half succeeded in escaping. "Throw your chains away," someone advised him. "I would if I could, but I can't," he explained piteously. He was "chained to himself" for ten minutes, while the other "panned" him unmercifully.

Poetry doesn't dissolve well in a gasoline atmosphere, ordinarily, but Scott must have inherited some of his distinguished ancestor, Sir Walter's verse-ability. "In the Spring Time" went the route without missing a shot, and lapped the field over and over again. It certainly was a winning mixture, and produced a distinctive exhaust.

While we feel that the broaching of commercial topics at a social function, is highly indelicate, we cannot help but admire the deft way in which some business folk are eternally lassoing trade. Swenson disposed of a "7" to one of the banqueters during the session, and the deal was'nt "framed" for the occasion, either.

These club banquet photos usually are taken "before." This one was taken "after," and they all look pretty rational. Oh, Providence isn't a wild town.

Some folks were mighty curious to know what the scribes found so interesting in the "inlet manifold" of the dining room, but those who "butted in" did not stay. Tastes and temperaments are so artistic nowadays.

Scott and Swenson sure can "come back" as raconteurs. Bardgett has a Balzacian style that's all his own.

There was no "ignition" trouble this year. Last year a rantankerous batch of "plugs" were abroad, and shortly after the "current" passed through them, they broke down and "sparked all over," "blew out," and made a big fuss generally.

That polite "no smoking" sign. Some saw it, others did not. For a long time nobody saw it, and it was not disturbed, either. It hung conveniently beneath a coat rack. Look for it in the picture.

All the local scribes were there.

Three cheers for the P. M. C. They are one "live" fleet.

Toledos Meet and Elect Officers.

Toledo, O., Jan. 29.—Six new members were elected at the annual meeting of the Toledo Motorcycle Club, which was held at the club rooms, 46 Colonade building, last Friday evening. Officers for 1912 were elected as follows: President, E. Ehingen; vice-president, A. B. Coffman; treasurer, J. W. Siler; recording secretary, H. H. Giese; financial secretary, E. F. Miller; captain, S. J. Chubbuck.

The financial secretary's report showed a healthy condition of the exchequer and the recording secretary's list of new members taken in during 1911 was very gratifying.

The new club rooms in the Colorado building are more easy of access than the old club house, corner Ashland avenue and Prescott street.

When the meeting adjourned and all hands repaired to the Spitzer Cafe where a buffet lunch was enjoyed in the Motorcycle Cave. Addresses were made by several of the members and Captain Chubbuck, one of the oldest endurance riders in the country, F. A. M. Member No. 187, entertained those present by relating a few of his experiences of "enduring" in the old days, before the advent of comfortable riding machines. Vice-president Coffman told about the big National Motorcycle tour, he is formulating with A. J. Musselman, of Chicago, explaining in detail the great benefit it would be to the trade and motorcyclists in general, and asked the club to support the measure.

Quaker City Has Harley-Davidson Club.

Philadelphia, Jan. 29.—Having reached a membership of 35 within the space of six weeks and with the prospect of mounting well up to the 100 mark in the near future, the Harley-Davidson Motorcycle Club, of this city, bids fair to become a strong factor in motorcycle circles. The opening reception of the club, held January 4, proved to be a success in every way.

The club members are looking forward to establishing themselves in a club house. They are now arranging a theatrical benefit at the Grand Opera House with the view of raising funds to defray the expense of furnishings. The officers of the club are as follows: President, H. B. Sellers; vice-president, Elwood C. Rorer; secretary, F. Ralph Shenck; treasurer, Howard Kolp; captain, Alexander Klein; first lieutenant, William Jaggards; second lieutenant, Vincent Buhl.

Reade Again Leads San Jose Club.

San Jose, Cal., Jan. 27.—Charles D. Reade the popular president of the San Jose Motorcycle Club again has been elected to the head of that organization. Reade is one of those wide awake enthusiastic men who has the happy knack of pleasing the ladies, a number of whom are among the riders of the club. He is a great organizer, plans all kinds of runs during the season, and is a supporter of all things that tend for the betterment. He has been instrumental in the success of the local organization, is a track man who will, it is expected, come to the fore this coming season, and is decidedly in favor of the establishment of good roads, and has his knife deep into the heart of the "open muffler boob."

The club has the happy faculty of doing the right thing at the right time, and is early in the field with anything that tends to improve conditions. A deputation awaited upon the mayor and common council last week, and presented a petition asking that body to pass on the ordinance which has been framed against the use of the open muffler in the city limits. The ordinance has been framed by City Attorney H. Johnston, and provided for the arrest of any motorcyclist who fails to close his muffler while within the city limits. The ordinance was given first reading and laid over till next meeting. This, of course, does not mean that it is out of sight. It will be passed with a rush.



CHARLES D. READE
Again Elected President of the San Jose (Cal.) Motorcycle Club

Captain of the Peorias Is Convalescing.

Peoria, Ill., Jan. 30.—Capt. Earl Schanemeyer, of the Peoria Motorcycle Club, who was bady burned by an explosion at the works of the Royal Cleaning Company, of which he is the manager, is now convalescent and anxious to be astride his new twin-cylinder motorcycle and regain the club championship, which he held in 1910.

Some Live Ones at Prescott, Arizona.

Prescott, Ariz., Jan. 27.—That the Yavapai Motorcycle Club of Prescott, has been doing things by the fact that the local chamber of commerce is contemplating the construction of a good mile race track in connection with a fair grounds.

During the past season one road and two track races have been held, and the interest shown at each of these events is a fair indication that motorcycling is sure to become a lively sport in Arizona. The formation of an affiliated F. A. M. club in Prescott has in a great measure led to the proposed F. A. M. club in Phoenix, which organization will add to the interest of the sport in both cities. The Prescott aggregation at present numbers 20 enthusiasts, but the roll is steadily increasing.

Seven machines were entered in a road race here recently. The event was won by Jack Crawford on a Harley-Davidson single. The course lay partly in the mountains and partly over prairie, and the 44-mile stretch was reeled off by young Crawford in 1:13:12. The road was in rather bad condition and only two machines came through without mishap.

"Shorty" (Roy) Belding made himself the local favorite at the half-mile track by winning an interesting handicap on a 7-horsepower Indian, in which one other twin and two singles were entered. His best time for one mile was 1:20⅕. During another race, a Curtiss-Waverley single, driven by Ray N. Vyne, covered two laps in 1:25⅖.

Weather conditions for motoring are ideal here nearly all the year round. Road conditions are fairly good, but there are many very steep hills. The Teritorial Highway, now under construction from the Grand Canyon to the southern part of the territory, will when completed afford an interesting day's trip from Prescott to Phoenix.

Invincibles Make Plans For Coming Season.

Brooklyn, N. Y., Jan. 31.—Directors of the Invincible Motorcycle Club met last night and instructed the competition committee to assemble at the clubrooms on February 6 and draft plans for a single and double century run on Long Island, and submit the same at the regular club meeting on February 13. Sunday, May 5, is the date talked of for holding the contest, but of course it has not been permanently selected yet. The club competition committee is composed of Captain J. P. Fawcett, first lieutenant; D. R. Thompson, second lieutenant; H. E. Stout, J. B. French and Walter Goerke. Discussion also will be taken up of the advisability of repeating the Long Island Motor Parkway road race of last year. The house committee also will meet on February 6, to discuss the proposed installation of a work bench and tool equipment in the club garage, for the use of members. The committee also plans to purchase and install steel lockers and rent them to the members.

FORGING MANY LINKS IN OLYMPIC CHAIN

Willing Workers Amongst Devotees of Cycling in Boston, Salt Lake City and Providence Join Hands in Common Cause to Send Bicycle Team to World's Race in Sweden.

Supscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Minlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling Salesmen Pope Mfg. Co.	25.00
New England Wheelmen, N. Y. City	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N Y	5.00
M. J. Zulzer, Brooklyn, N. Y	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
Reedley Bicycle Club, Reedley, Cal.	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St, Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
H. E. Kidder, Port Henry, N. Y.	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E. Murray, Toledo, O	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
Geo. Steinert, Brooklyn, N. Y.	1.00
Carl Bonhardt, N. Y. City	1.00
H. Greisenbruch, Hamilton, Bermuda	1.00
Jos. Scheider, Buffalo, N. Y.	1.00
P. Wollenschlager, N. Y. City	1.00
Lester Morton, Asbury Park, N. J.	1.00
F. J. Herbert, Fall River, Mass.	1.00
Emil Trunk, Brooklyn, N. Y.	1.00
George Thorakos, N. Y. City	1.00
Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City	1.00
Charles Waldo, New York City	1.00
Kenneth Mackensie, Bayonne, N. J	1.00
D. M. Campbell, Gray, Ky	1.00
James W. Flanagan, Jersey City, N. J.	1.00

Fresh recruits are joining daily the ever increasing campaign to provide funds for an American Olympic bicycle team. The riders themselves also have been quick to follow the example of Charley Hansen of Jersey City, the story of whose exploit in raising a contribution of $18.24 was told in these columns last week, as word has been received at headquarters of the starting of a number of such subscriptions in various sections of the country.

St. Louis C. C. Banquet and Discuss Team.

Over 50 of the leading cycling enthusiasts of the St. Louis Cycling Club sat down on Saturday evening, January 20, to the annual banquet of that industrious veteran bicycle organization of the Mississippi valley, at the Marquette Hotel. After enjoying the excellent repast furnished by the committee, Toastmaster Robert E. Lee took charge of the ceremonies and introduced the speakers who discoursed entertainingly on their respective subjects: Roy E. Britton, president of the St. Louis Automobile Club, spoke on "Good Roads Improvement in the United States;" W. M. Butler, "The Preservation of Health by Bicycle Riding;" C. L. Barr, "The Olympic Bicycle Races in 1912;" O. B. Henry, "The New Rider." Other speakers were, R. M. B. Tidd, H. G. Wolzendorf, Percy Stone, C. B. Jansky, and Joseph Forshaw.

Olympic Prize Winner Tells Graphic Story.

Mr. Forshaw, running under the colors of the Missouri Athletic Club, finished third in the Marathon run of the 1908 Olympic games in London and was therefor able to give a very instructive and extremely interesting talk on athletics in general, dealing particularly with the Olympic games. The topic of sending an American bicycle team to compete in the Olympic races in Stockholm next July, is a live one in St. Louis, and Forshaw was very enthusiastic in his belief that a representative American team should be sent, and said that in the old countries bicycling is a much more advanced sport than it is in this country, and the bicycle races are among the principal events; that the interest shown in this most severe test of the human strength is of the keenest sort. In London a banked concrete bicycle track with 2¾ laps to the mile for the holding of the races was in the center of the Stadium, and the races were witnessed by a throng of sport lovers numbering 2,000,000, gathered from all parts of the world, and is a sight that will stand clearly before the memory forever. Not to have America represented in this great contest of trained men fighting for the love of the sport, Forshaw believes, would be an injustice to our record as an athletic and sport loving nation.

Veterans and Champions Enlist.

Fred I. Perreault, a prominent member and official of the Century Road Club of America has taken up the work in Boston and is now laying the plans for a try-out race there.

Chicago again has been heard from, this time with the information that the riders there are now in full training, using roller trainer machines and doing gymnasium work. They also want assurance of a try-out race being held there.

James J. Huey, the winner of last year's Pacific Coast amateur championship held at Los Angeles, is at present in Salt Lake City and states that he has begun training to be in condition for the preliminary races.

Under the auspices of Walter A. Bardgett, a celebrated road rider in and around Buffalo and Rochester during the early 90s who later developed championship calibre as a professional, to graduate last year as a referee at the Vailsburg Velodrome and now sporting editor of the Providence, R. I., Evening News, has been launched a vigorous campaign for funds and riders in the home city of Alvin Loftes, one of the leading favorites among the candidates for the team.

Voters Combine on Popularity Ballots.

The voting contest has developed an interest in the various riders beyond all expectations giving evidence by the hundreds of votes turned in from any one of a number of localities that the Olympic Team and the voting contest aparently are the chief topic of discussion wherever wheelmen congregate as the ballots are arriving in quantities voting solid for favorite teams.

So far, eastern riders are in the lead in point of votes registered, but as other sections are taking up the question and the blanks are being mailed out to the heavy lists of names submitted, it well may be expected that the lead now held by Brooklyn and New York will be threatened, as Chicago for instance, is voting solid for practically one team.

The conditions and rules of the contest should always be borne in mind, they are simple, yet important. All who are interested are qualified to vote—not once, but as often as desired, and for any team or individuals that you may consider as possible winners under the rules, which are: To to the person First voting the complete team of 12 amateur bicycle riders which receives the Highest Number of votes, will be awarded a prize of $10. To the Second person voting the complete team to receive the Highest Number of votes, will be awarded a prize of $5. Two year's subscription to the Bicycling World will be given to

each of the next five so voting, and one year's subscription to each of the next ten. Al votes as received are immediately stamped with date and time.

Riders' Photographs Urgently Requested.

Taken at random from a sheaf of ballots just received are the following names: Paul Heidrick, Joe Noe, Gus Wohlrab, Jesse Pike, Alvin Loftes, Carl Ericson, Joe Kopsky, John Becht, Isadore Taub, Stanley Carman, Arthur Dawson, Frank Blatz, Jr., Charles Hausenbauer, Charley Hansen, Jerome Steinert, Thomas LaRossa, Fred Perreault, Bob Lawson, Bert Baker, and Raymond Nelson, the latter being the present holder of the world's records for 50 and 60 miles made in 1908.

All of the above who have not already done so and all others who know that they are being voted for, should send their respective photographs and a short sketch of their racing careers to the bicycle editor of this paper as soon as possible. By so doing the cause would be greatly benefited at only a trifling expense. The benefit derived would be in the publicity given the movement, as several of the leading metropolitan dailies have repeatedly requested this material be furnished for publication as soon as it is compiled at this office. All of which would be of great assistance in the work of solicting subscriptions, thus giving early assurance of the completion of the fund. A photograph of Charles Hansen, Jersey City, was the first to be published in these columns in the issue of January 27.

This week it is that of Jesse Pike, West Hoboken, N. J., a member of the Century Road Club of America. Pike has been riding in competition for four years and during that time has finished well up in a number of races at middle distances, winning the 1910 Plainfield race which has succeeded the famous Irivngton-Milburn. His most notable long distance performances are: 100 miles unpaced record trial in 5 hours 26 minutes, and the round trip, New York-Philadelphia, 201 miles in 14 hours 27 minutes in 1910.



JESSE R. PIKE

..Remember, voting blanks are to be had any time for the asking. All who are interested in the cycling industry and sport are invited to submit the names and addresses of those to whom it is desired to have voting blanks sent—make your list as large as you like—self-explanatory blanks will be sent promptly and with absolutely no obligation incurred by the recipients. Send your list at once to the bicycle editor, The Bicycling World Co., Box 649, New York City.

Exciting Cycle Race at 8th Regt. Armory.

What proved to be the most exciting event of the annual games of Hospital Corps of the 8th Regiment and St. Francis De Sales, held at the 8th Regiment Armory, New York City, February 1, was the two-mile handicap bicycle race, the final of which was won by Jack Townsend, of the Irish American A. C., from the 30-yard mark. Six men qualified for the final, the field including Willie Van Den Dries, New York A. C., and E. H. Goodwin, Irish American A. C., from scratch. During the second mile both Van Den Dries and Goodwin fell, but the field gained a lap before they remounted. Goodwin again fell and retired.

The finish showed Otto C. Brandes, 8th Regt. A. A., (90 yds.) in second place, and Nat Gutoff, Atlas B. C., (110 yds.) in third place. At the conclusion of the race Townsend was suspended indfinitely by the U. C. A. for wide riding of Goodwin in the early stages of the race, though his position as a prize winner was not effected thereby.

Lapize-Georget Win French "Six-Hour."

With 18 teams, composed of many of the pick of the world's best speed merchants, the six-hour team race in the Paris Velodrome on Sunday last, January 28, furnished Parisians with their first, though abbreviated, taste of team racing, as conducted under conditions similar to the Madison Square Garden event. Three American teams were entered, of which the Fogler-Moran combination finished second. The winners were Lapize and Emile Georget; 146 miles were covered in the six hours.

Irish-Amer. Cycle Race Won by Goodwin.

Eddie Goodwin had his usual winning streak working smoothly on the occasion of the annual athletic games and flat-floor bicycle races under the auspices of the Irish American Athletic Club at Madison Square Garden, New York City on the evening of January 25. Goodwin rode an excellent race throughout and again demonstrated his unquestioned class.

BERLIN HAS A RACE WAR

Opposition Six-Day Meet Promoters Hurl Chalenges and Recriminations—Another Race Set For February 23-29.

War is on—Berlin six-day race promoters are the principals, according to latest advices from the German capital. It appears that during the past week the rivalry between two promoters to secure the services of the riders for either of the two races that evidently have been in contemplation, reached such a stage as to determine one of them, Paul Schwarz, to make the offer, in addition to giving larger prizes and guaranteeing payment, to build an entirely new track, to be known as the Hippo-Velodrome within a few blocks of the location of the Sport Palace, where now is being run the race which started on February 1, under the proprietorship of M. Rostin and Floyd A. Macfarland as director. Schwarz in his bid for the riders reminds them of their experience under the opposition's management in the three previous annual Berlin races, holds out the inducements of an up-to-date track and furthermore widely heralds the fact that all prize money is deposited in advance with one of the leading banks, and that the payment of the riders, therefore, is in no way dependent upon the gate receipts.

The prizes offered, at least on first reading, appear to be far more remunerative, they are, from first to sixth team as follows: $2,500, $1,250, $1,000, $750, $500, $250.

Every inducement has been put forth to persuade the riders to refuse to participate in the first race, in other words, "Wait for the big show," and in the meantime Schwarz is proceeding with the building of his track and the problem of its sanction is yet under consideration by the V. D. R., the sports governing body which however, does not protect promoters by franchises, resulting in the present situation. Entries for the second race close February 12, the race date is February 23-29.

Route For the Tour de France Settled.

One of the greatest bicycle road races of the world, if not the very greatest, is the "Tour de France" and the dates for this year's event, the 10th annual, just have been announced, according to advices from Paris. Thirty days of continuous road racing makes up the schedule which is in stages as follows: Paris to Dunkirk, June 30; Dunkirk to Longevy, July 2; Longevy to Belfort, July 4; Chamonois to Grenoble, July 8; Grenoble to Nice, July 10; Marseilles to Perpigna, July 14; Perpigna to Luchon, July 16; Luchon to Bayonne, July 18; Bayonne to LaRochelle, July 20; LaRochelle to Brest, July 22; Brest to Cherbourg, July 24; Cherbourg to Havre, July 26; Havre to Dieppe to Paris, July 28.

C. R. C. ASSOCIATION MILEAGES

Moore, of New Jersey, Tops List 13,521 Points—Contest Fairly Close for Second and Third Positions—The Score.

With but four months riding on a bicycle previous to entering the 1911 century and mileage competition of the Century Road Club Association, Duane W. Moore, of Bayonne, N. J., finished with a lead of 5,525 points over the second man in the score and a total of 8,521 miles, 44 centuries, and 3 double centuries. Although a novice at the cycling game, Moore has been an athlete in active competition for 24 years, having been a member of the track team of the Pastime A. C., New York City, for five years, and during that time has earned excellent records at discus and hammer throwing, and shot putting. While on that team, he was never defeated in a foot race for men weighing over 200 pounds.

Isadore Taub, who finished in second place with a score of 7,996 points, although having ridden in competition for the past four seasons, did not develop as a contender until this year, having ridden but three centuries in 1910. During 1911, Taub won the individual handicap record run of the Eastern Division, C. R. C. A., covering the course in 5 hours, 52 minutes, and finished in second position in the club championships. In the mileage competition, he rode 5,296 miles, 25 centuries and one double century.

John M. Mitchell, of Greenwich, Conn., with 7,022 points, landing him in third position, is the veteran of the trio, having ridden his first century in 1900. Mitchell's score is 5,422 miles and 16 centuries. Summary:

	Miles.	Centuries.	Points.
D. W. Moore	8,521	44	13,521
Isadore Taub	5,296	25	7,996
J. M. Mitchell	5,422	16	7,022
A. Horry	3,859	23	6,159
J. A. Olson	2,300	23	4,600
W. Fuchs	3,190	14	4,590
R. W. Zarr	2,363	16	3,963
E. States	1,800	18	3,600
Henry Kest	2,246	8	3,046
Sylvain Segal	2,303	2	2,503
George Bieregel	1,821	2	2,021
J. W. Clement	1,713	2	1,913
O. L. Moore	1,265	4	1,665
A. R. Cooley	1,404	2	1,604
H. W. Jaeger	800	8	1,600
M. Cigal	600	6	1,200
J. P. Berlenbach	486		486
C. W. Robinson	234		234
F. W. Lilenthal	100		200
H. Baum	100		200
J. J. O'Connor	100		200
O. Zimmerman	100		200
A. Kaiser	100		200
C. E. Jaeger	100		200
H. W. Zarr	177		177
L. Segal	148		148
H. Kelly	106		106
Bert Baker	19		19

Double Centuries—D. W. Moore, 3; Isadore Taub, 1.

Eastern Division Greets National Officers.

Curtailing the regular business meeting in anticipation of the good times arranged to follow immediately, the Eastern Division Century Road Club Association, on January 26, made a festive occasion of the introduction of the incoming officers. Chairman Kest, of the entertainment committee, ably and efficiently conducted the ceremonies and in turn presented, for their initial official appearance, the following National officers: President, Paul Thomas; secretary, Sylvian Segal; and the chairman of the road records committee, A. R. Cooley. The honors received by the latter were, so to speak, "double barreled" as he also is centurion of the Eastern Division.

Speeches, fairly ringing with loyalty for their favorite pastime, were forthcoming from each respectively, and were accorded an enthusiastic welcome, to be succeeded by the rendition of popular airs by the club quartet, composed of Harry Baum, Albert Kaiser, Sylvian Segal and Howard Zarr, accompanied on the piano by Miss Baum and Ben Golden.

Woman Describes Cycling Tour in Holland.

As the leading feature of the entertainment at a recent social meeting the Irondequoit Chapter, D. A. R., at Rochester, N. Y., a very interesting descriptive discourse was given by Miss Anna Rockfellow, on her bicycle tour through Holland.



D. W. MOORE



J. M. MITCHELL



ISADORE TAUB

BIG BERLIN RACE NOW ON

Sixteen Teams Competing in the Six-Day Contest in German Capital—A Classy Field of International Character.

With an entry list of exceptional caibre, and which for class promises to outshine anything of the kind so far run in Europe, the Berlin six-day bicycle team race, slated to start February 1, ought to prove a great drawng card in the German capital. Floyd Macfarland, the well-known American rider-manager, has become associated in the management. The teams are:

Root-Hill, Fogler-Moran, Collins-Walthour, Galvin-Wiley, Poulain-Miquel, Comes-Leon Georget, Halstead-Drobach, Rutt-Stol, Saldow-Lorenz, Stabe-A. Stellbrink, Techmer-Tadewald, Kudels-Carapezzi, Crossmann- Rudel, Marx-von Natamer, Hoffman-Pawke, Schallwig-Sonntag.

Of the European teams, the German and French sport dopsters are featuring the Rutt-Stol and Saldow-Lorenz combinations as the probable winners, but there is a guess coming to their compatriots that the boys from New York and Boston, Root-Hill and Fogler-Moran, will be there or thereabouts at the finish

The financial provisions are not the least interesting and at least have the appearance of being ideal from the riders' point of view. The riders and management will divide on percentage. Each day every team will draw a stipulated sum for expenses and in addition a committee, composed of eight disinterested parties, will supervise the handling of the box-office receipts and tickets; the riders also will have in Rutt and Lorenz, a representation on the committee. There will be bonus money according to the "box office worth" of the riders, and the prizes are as follows: $1,250, $1,000, $750, $500, $250, $200, $150.

Bronx Cyclists Trip "Light Fantastic."

Tastefully decorated with various club colors and emblems, Niblo Gardens, Third avenue and 170th street, on Saturday evening, January 27, was the scene of the highly successful ball of the Bronxdale Athletic Club, a hustling "Bronnox" organization actively interested in all branches of sport and cycling in particular. With a full quota of members and friends, there also were present large representations from the Century Road Club of America, the Century Road Club Association, and the New England Wheelmen.

New Cycling Club For Monumental City.

Another bicycle club in Baltimore! Here's luck to them! This time its the Yale Bicycle Club; the officers: President, E. Holofeener; secretary-treasurer, A. Barsotte; captain, L. Fink; sergeant-at-arms, J. Fink; color bearers, E. Moore, J. Rahn.

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E. C. W.'S FIFTH ANNIVERSARY

Active Brooklyn Cycling Organization Celebrates Birthday with Theatre Party and Banquet—Track Team.

To hear of the Empire City Wheelmen of Brooklyn, participating in anything other than a bicycle race and be concerned in any matters of a "sassiety" nature, at least insofar as relates to the club, as to conduct a club theater party and banquet, is on first report, rather startling news, and must indeed have had more than an ordinary incentive to induce that most busy of bicycle riding aggregations to so far digress from its unvarying slogan of, "A bicycle club for bicycle riders—not a club house club," which undoubtedly has contributed in no small degree to the desirability of membership therein, the success of its members in racing events, and its widespread and deserved reputation of producing winners.

The occasion, as may be gathered from the foregoing, the "Empires" first venture of the sort, held January 27, was in celebration of the fifth anniversary of the club, although the little band it was then, had been recognized for two years previous to organization as the "Cycle Path Cork Pullers," a name adopted in commemoration of an incident which laid the foundation and from which began the club history.

Under the able management of Vice-president Robert E. Bennett and Treasurer Harold F. Missimer as the anniversary committee, no detail was omitted to make it one of the most successful affairs of the present metropolitan cycling social season. The first half of the program consisted of witnessing, en masse, a performance at the Star Theatre of Al. Reeves' show, "Flying High,"—commensurate in every particular with the ideals and ambitions of the far from snail-gaited wheelmen.

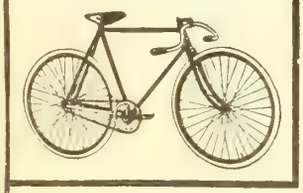
Adjournment then was made to the Brooklyn Hoff-Brau and after enjoying a very excellent repast, President Tommy Murphy, the suave, in his suavest, most urbane manner introduced the speakers.

The club's formation and history was graphically given by one of the chief instigators, its first president, and the present captain, Samuel Barnett. In his discourse, this cycling enthusiast related how, on a Sunday morning some seven years ago, one Franklin Fisher rode up to a company of wheelmen, among whom were Lew Weintz, Lawrence Hoppe, "Pop" Rhodes, Carl Ericson and Charley Frommeyer at the Ocean end of the Coney Island Cycle Path, and displaying a gilded cork tied to his saddle, replied to the friendly "joshing" that it was there to remain until he was defeated in a sprint and then it would go to the victor. All immediately took up the challenge and after three attempts on succeeding Sundays, Weintz became the holder of the cork and thereafter a "cork" race has been an established weekly feature in all seasons and under all possible weather conditions.

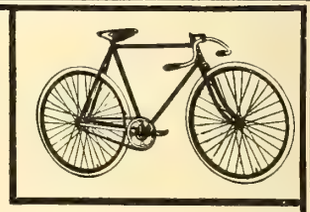
To appear a possibility, one must of necessity be more than ordinarily good at the game as from that "bunch" of "cork pullers" have developed riders who have figured largely in the big winnings of the period in races of national and even international importance. Shortly after the inauguration of the races, Fisher, holding the cork, appeared at the start with part of a one dollar bill glued to it. The N. C. A. took a hand and the fight for reinstatement cemented the club together effectively.

The club, first meeting alternately at members' residences, was formed with 23 charter members, of whom eight remain, a circumstance explained by the principal object as stated in the slogan of the club which also accounts for the fact that more applications are received in a year than any other metropolitan cycling organization, although the membership is one of the most modest, numbering but 53 at the present time, due almost wholly to the rigidly required ability of applicants as riders.

The latest activities are the incorporation, now in progress, the proposition to apply for membership in the N. C. A., and the formation of a track team to carry the colors for the first time on the Eastern board track circuit during this season.



How to Satisfy Your Customers and Make Money

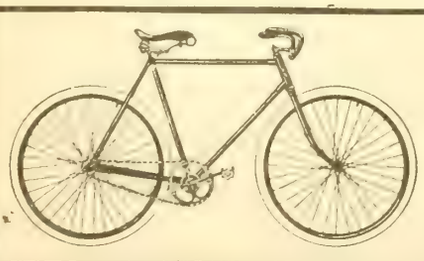


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

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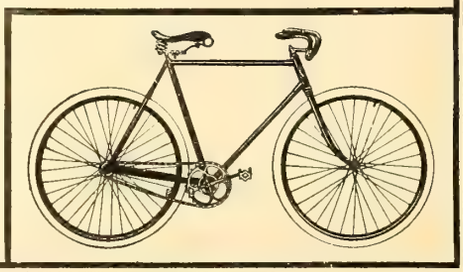


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HUB CYCLE CO., Boston, Mass., New England Distributors
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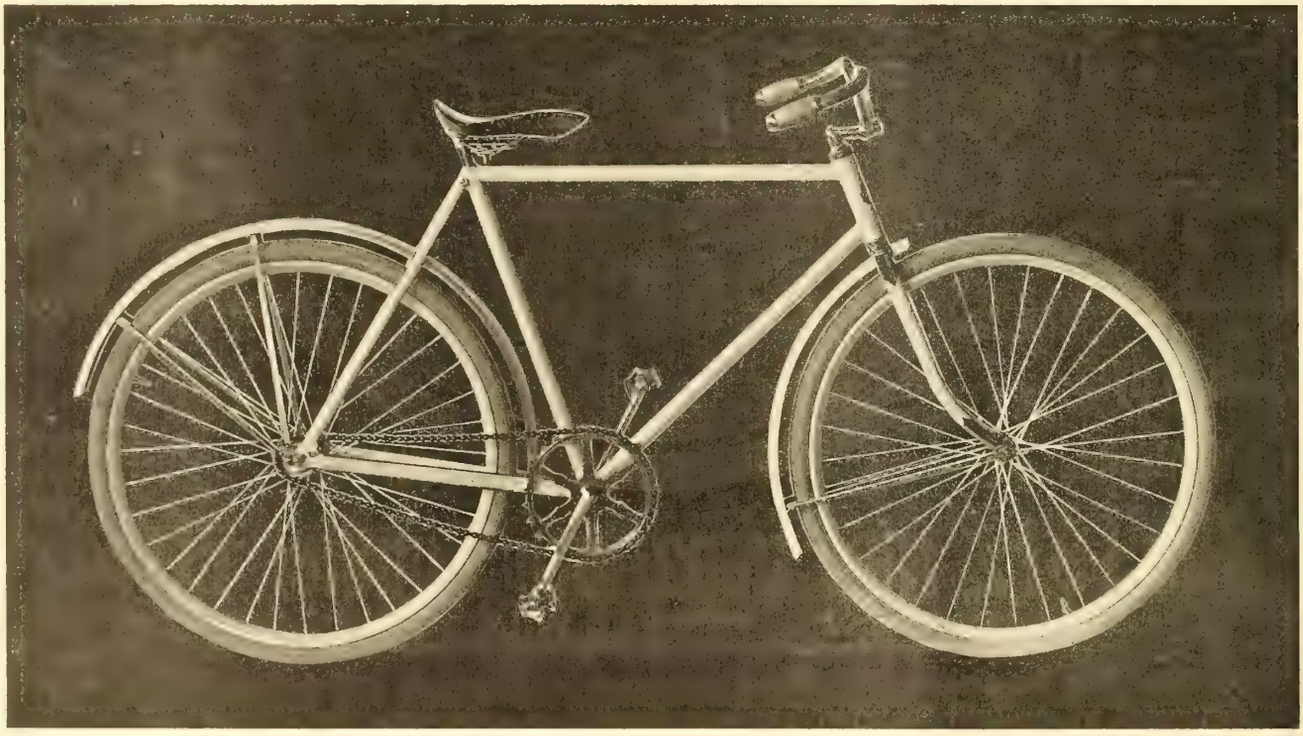


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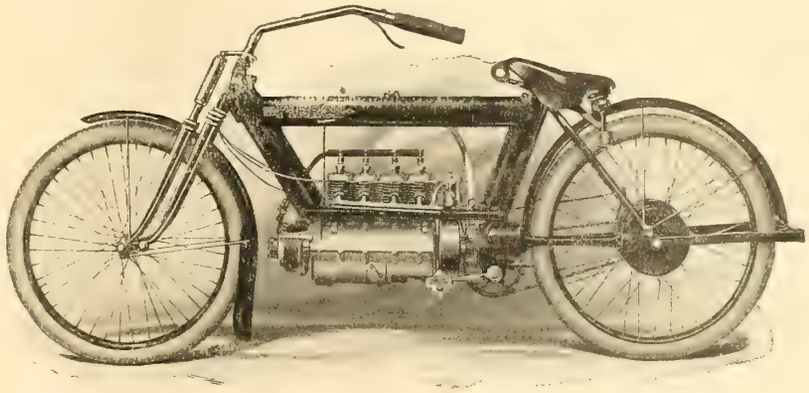
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If You Were Riding Around the World What Motorcycle Would You Buy?

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Jewel Mica Spark Plugs

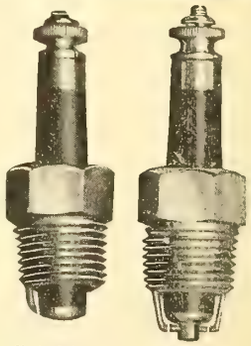
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MADE to resist high temperature and give long hard wear under all conditions. In important races you will invariably find more Pittsfield plugs employed than any other. Take no chances and equip your cylinder with these famous plugs. We have all standard threads; single and double pointed.

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BUT RIDING ON AN R-S WITH ITS ORIGINAL ADJUSTABLE SHOCK ABSORBING SEAT POST IS MORE HEALTHFUL

BE SURE TO SEE US AT THE CHICAGO SHOW AND BECOME ACQUAINTED WITH THE R-S. TWO SINGLES, BELT OR CHAIN, ONE TWIN. FREE ENGINE CLUTCHES, DOUBLE BRAKING DEVICE, DOUBLE OILING SYSTEM, FOOT RESTS, FOOT IDLER, ETC. SEND FOR CATALOGS OF MOTORCYCLES AND BICYCLES.

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We hold the original patents on compound springs for saddles. These were first used by us in bicycle seats of the suspension type of which we are the originators, as the trade well knows. When the motorcycle came we built the first motorcycle saddle in this country, employing our patented compound spring construction, which is THE ONLY CORRECT AND POPULAR DESIGN IN USE TODAY.

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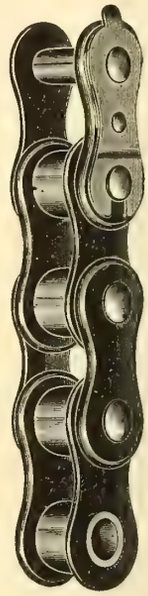
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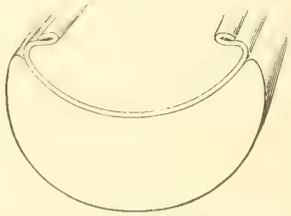
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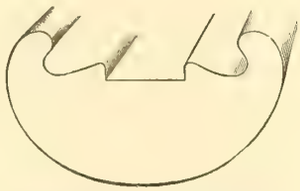
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MANUFACTURERS OF THE

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Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.

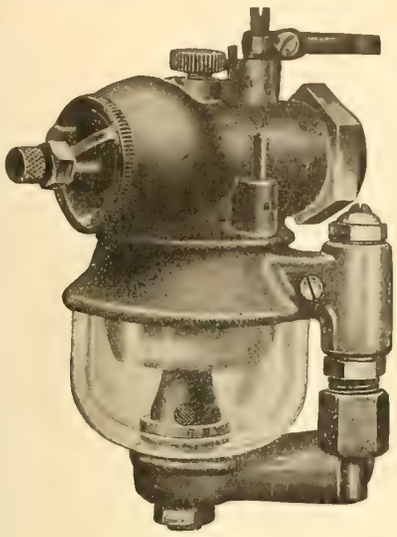


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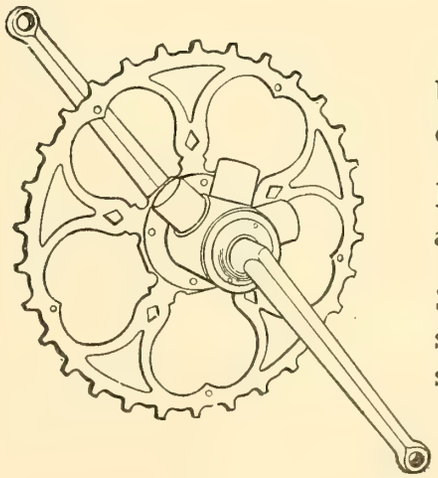
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guaranteed to be in A1 condition 28 x 2 1-4 but which will fit 28 x 2 1-2 rims, Goodrich, G. & J., M. & W., and Hartford, Single and Double Clinch; Bailey Tread, Basket Weave, Studded and Corrugated

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Bailey Treads, 25c. Extra

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A rider can get splendid use from these shoes and pay very little money. They will certainly tide him over a good many months and more. We bought a large consignment, at a low figure, so can offer them at much reduced prices. It's a snap that ought to be snapped right away.

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$125.00 buys the Model A, MERKEL LIGHT, a motorcycle of sterling quality and fine running ability—brand new, of course. This machine hasn't some of the minor refinements of the regular Model Merkel, but however, is a high grade motorcycle in every way.

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Frame—22-inch truss loop, latest style; 14 and 16 gauge tubes; double top bar. Forks—Light special cushion. Motor—Thor, 2¼-2¾ H. P. Transmission—Chain (½-inch pitch roller). Handle bars—With double cup control. Ignition—Special coil, standard batteries (3). Tank (3 in 1). Contents, 5 quarts gasoline, 1 quart oil, 3 standard batteries. [Notice. The arrangement of batteries is so simple and positive that there is no chance for short circuit or loose batteries.] Coaster Brake—Thor. Wheels—28-inch, steel rims; 26-inch wheels optional. Tires—2¼-inch Morgan & Wright or Kokomo. Finish—Rubens red; option, black. Grips—Light. Saddle—Saddle—Empire No. 3. Pedals—Standard rubber motorcycle No. 3. Wheel base—54 inches. Speed—5 to 40 miles per hour.

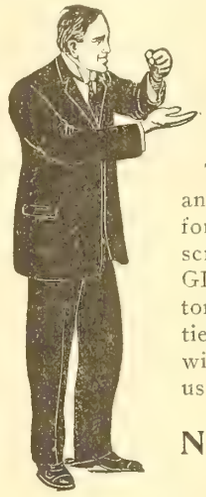
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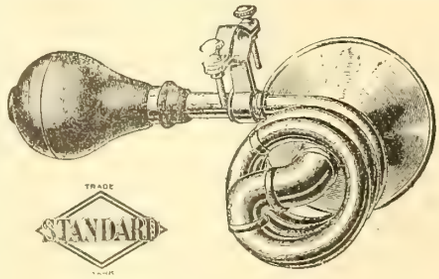
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Standard Bull-Frog Horn

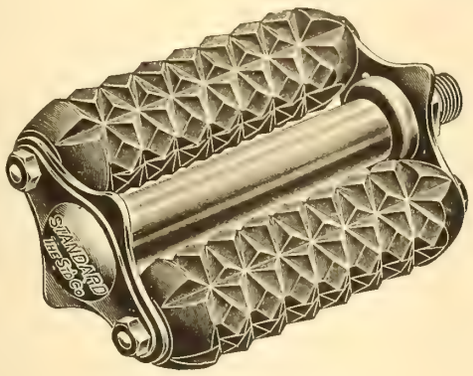
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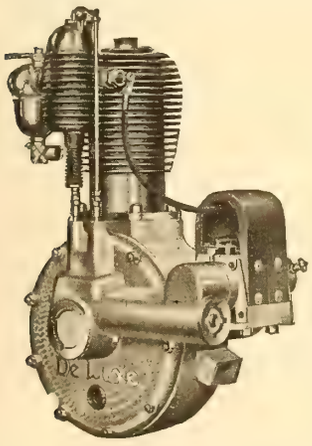
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Improved cam and magneto drive.	Quiet running motor.
Oil tight motor.	Large Ball Bearings mounted in steel lined pockets.
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Equipped with Bosch Magneto.

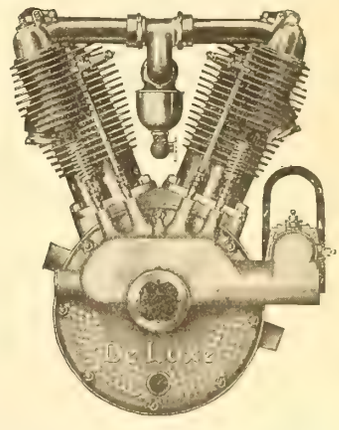
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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Four H. P. Single Cylinder	Five H. P. Single Cylinder
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PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

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The F. W. Spacke Machine Co.

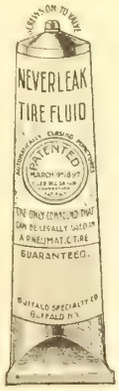
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Makes Tires Puncture Proof

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You get fine premiums with Neverleak—premiums that are really worth having—not a poor one in the lot.

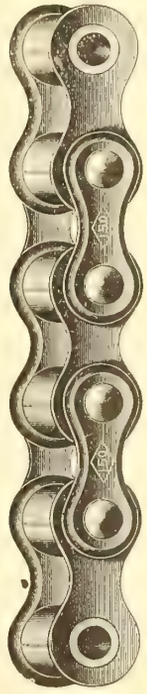


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$25 00 for information about any dealer or repairman using or handling any Compound, Powder, Fluid, or Semi-Liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our Neverleak Patents. Write for conditions under which the above reward will be paid.

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Over 40,000
Shipp Handle Bar Lamp Brackets
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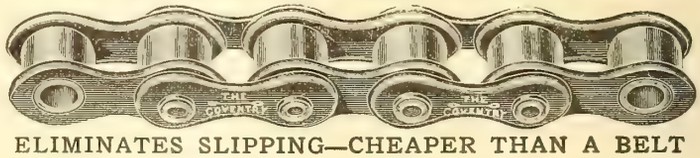
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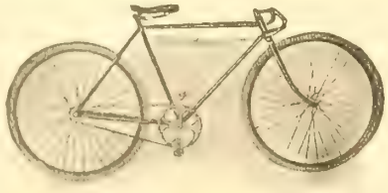
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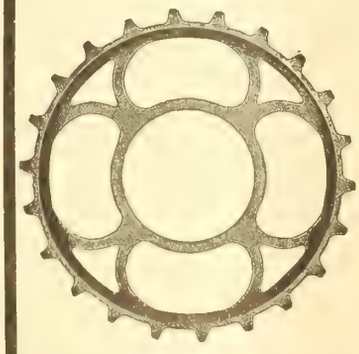
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Write for bicycle catalog of fast movers.

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PRESSED—FLAT

GREATEST VARIETY OF MODELS

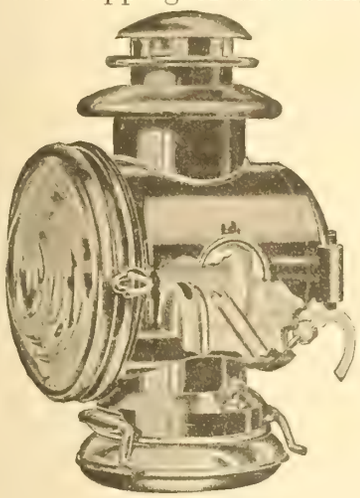
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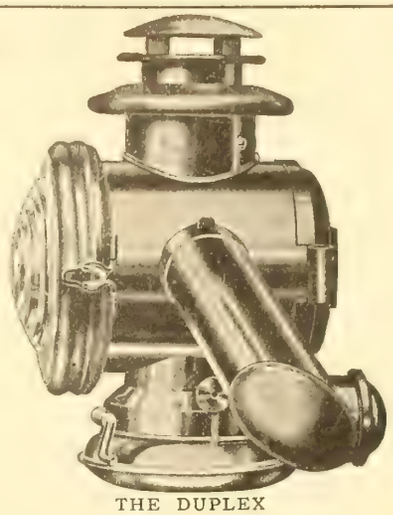
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Unlike Every Other Motorcycle Lamp

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THE HAMROC



THE DUPLEX

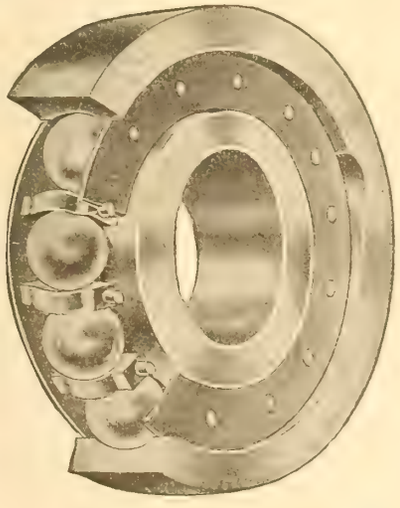
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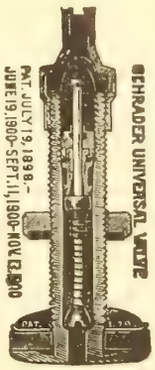


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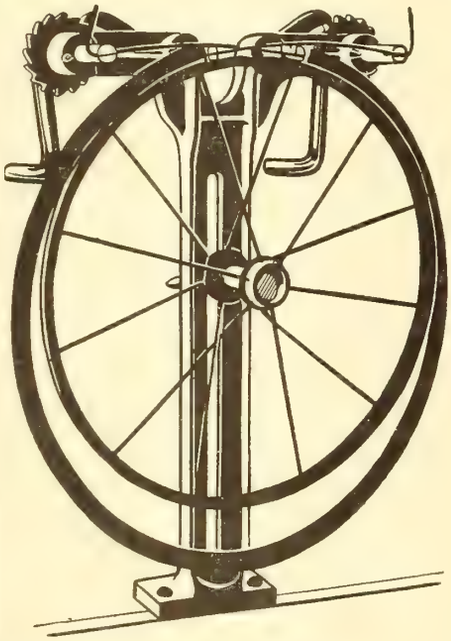
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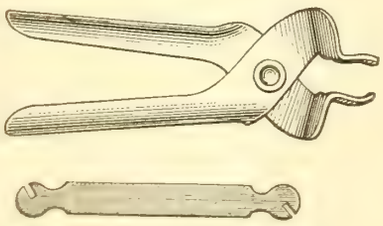
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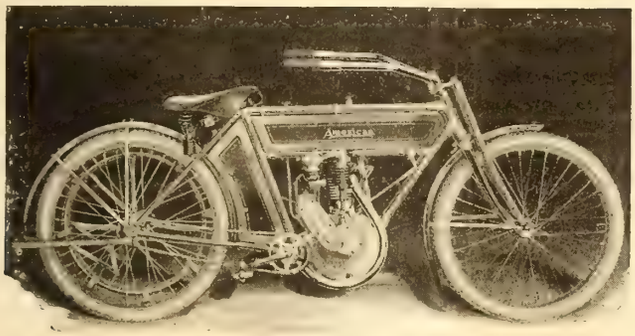
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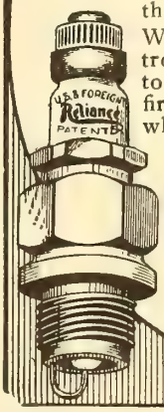
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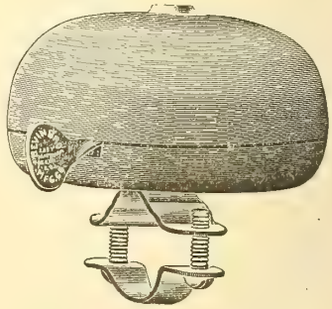
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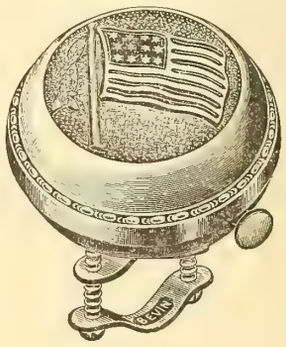
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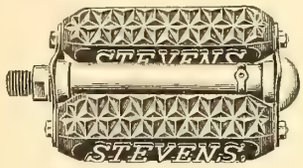
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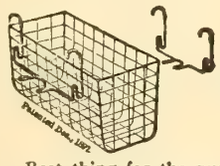
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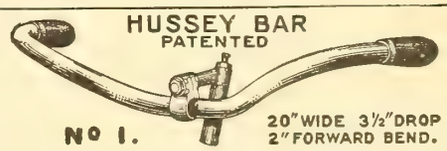
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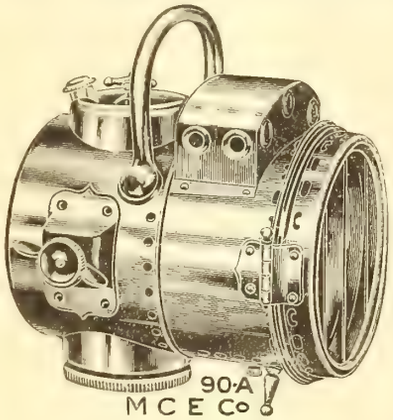
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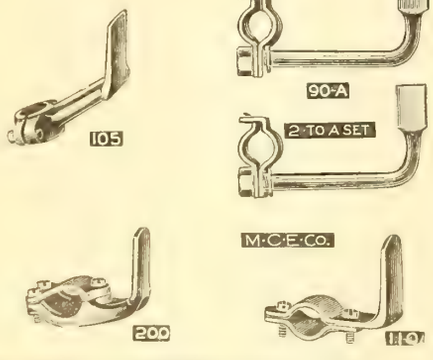
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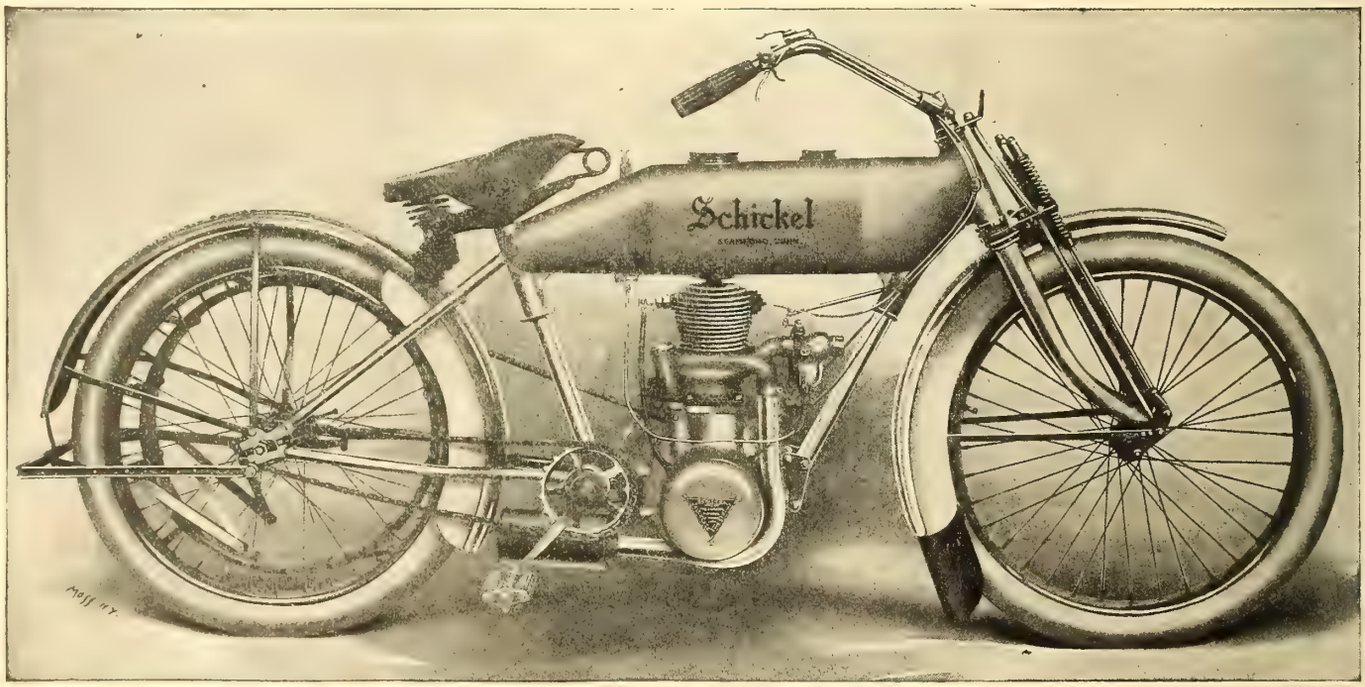
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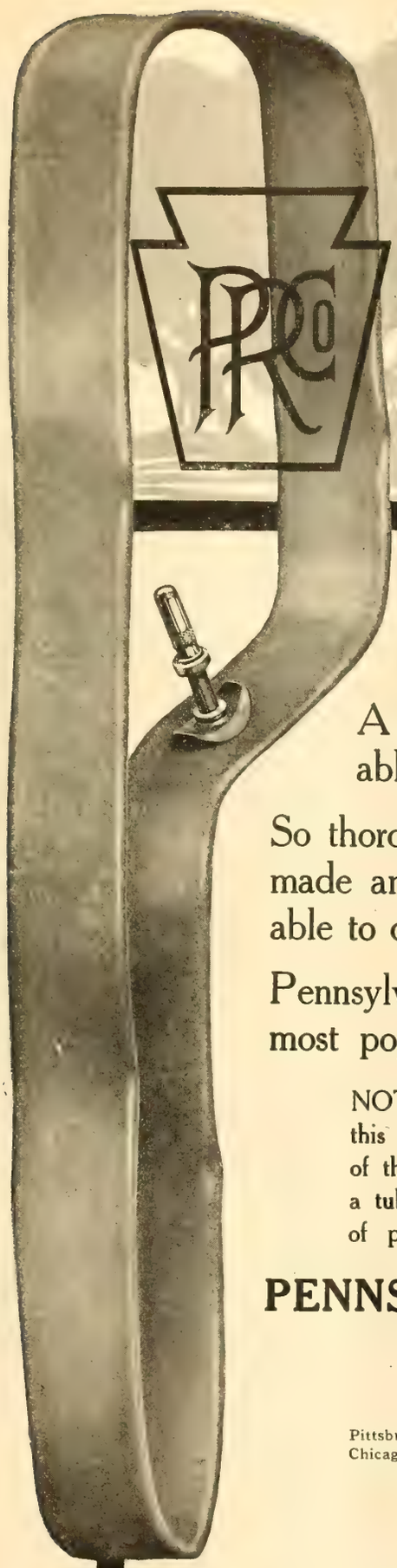
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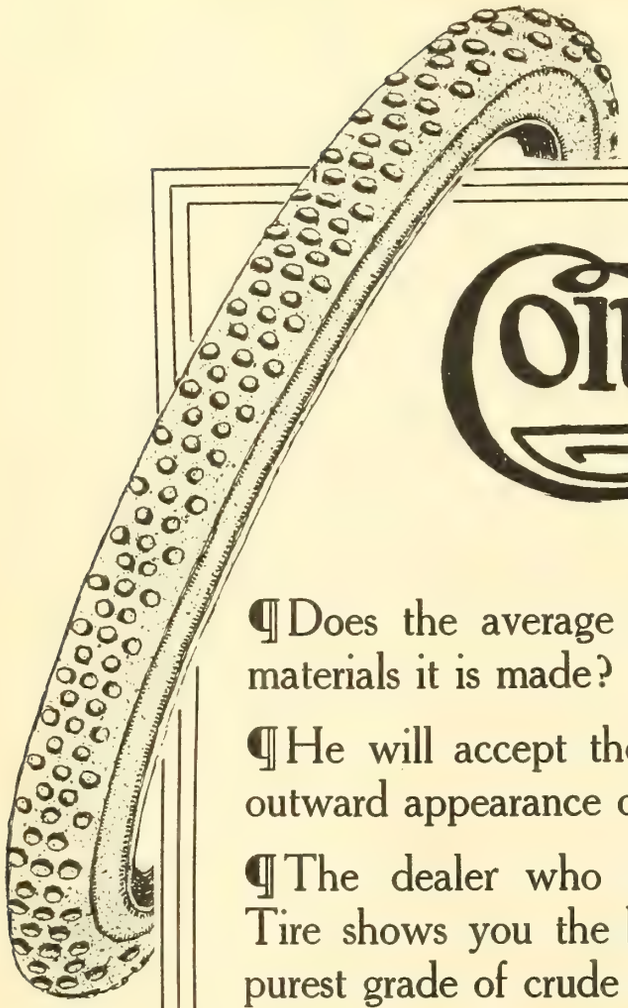
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New York Branch—35 Murray Street
Chicago Branch—131 North Canal Street

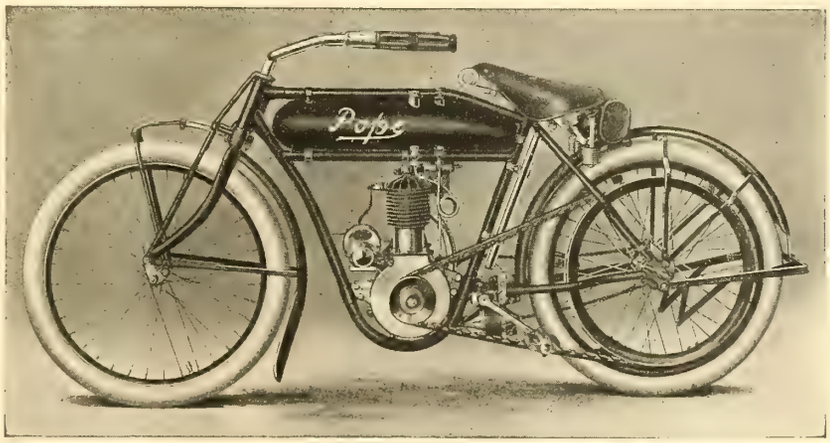
POPE MOTORCYCLE

With Imported Magneto—$165

Quality is the first consideration in a motorcycle. An examination of the POPE will show that no machine, regardless of price, embodies better materials or workmanship. This means reliability. Conceding these facts, why pay more for a motorcycle? The Pope's price is an added inducement and gives the machine a selling advantage over all others. A large demand has been the logical result of the Pope's quality and price.

Carrying Out Original Plan

By manufacturing in large quantities we have reduced the cost of production to a minimum, Thus we are able to carry out our original plan of putting the price low enough to popularize motorcycling in a large way and create a demand among new classes of riders.



See the Machine, then consider the price. Let us give you details of 1912 Eclipse Free Engine Pulley.

SOME CHOICE TERRITORY STILL OPEN

THE POPE MANUFACTURING COMPANY, Hartford, Connecticut

PACIFIC COAST DISTRIBUTORS

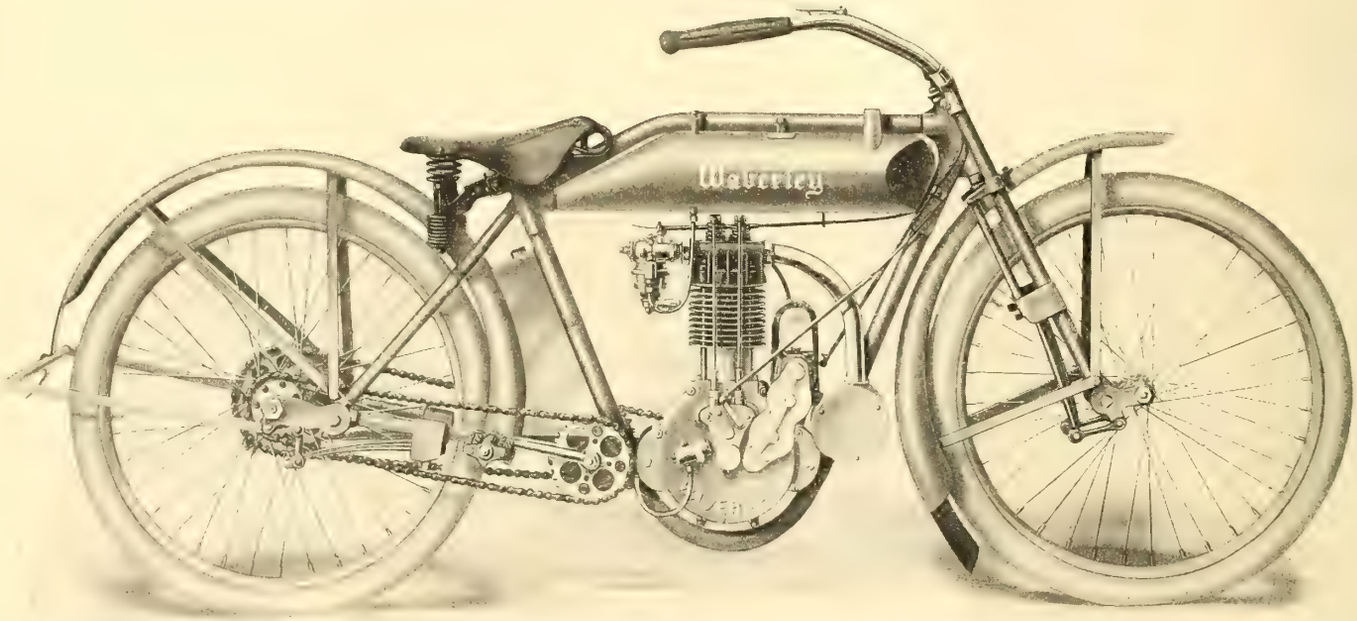
F. P. Keenan Co., Portland, Ore., Northwest.

Kimball-Upson Co., Sacramento, Northern California and Nevada.

C. L. Smith, Los Angeles, Southern California.

Waverley

The Consummate Motorcycle



MODEL A-4—Price with Cushioned Frame and Free Motor Clutch—$225.00

Entirely different from the common kind and every difference an improvement.

The Waverley 4 h. p. motor with mechanically operated overhead valves; slow, deliberate and positive acting mechanical oiler; the Waverley cushioned frame; free motor clutch and Bosch magneto, all combined with perfect balance and perfect steering giving the most comfortable and safest motorcycle ever built.

The Waverley Motor has already established a record for Speed, Endurance and Reliability in both United States and Europe and everyone who sees the Waverley A-4 immediately recognizes it as

The High Mark of Motorcycle Excellence

We have a most interesting proposition for both Dealers and Riders and neither can afford to close for 1912 without seeing the WAVERLEY.

Our catalog is yours upon request. Write for it today.

WAVERLEY MANUFACTURING COMPANY

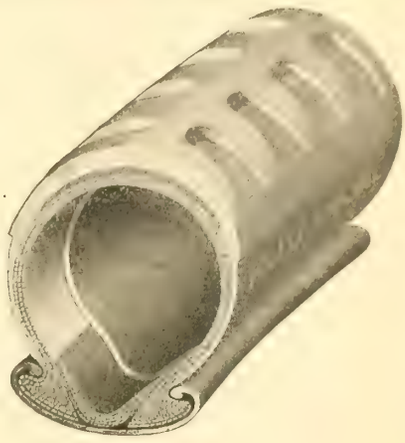
105 Waverley Place **Jefferson, Wis.**

CHICAGO BRANCH—Marquette Building

THE

Blue Ribbon

MOTORCYCLE TIRE



Blazes the Way

For 1912

They Cost No More,
So Be Up=to=Date and

Demand

The Blue Ribbon

Longest Wear **Greatest Traction**

DISCARD YOUR STUDS
PUT ON THE BLUE RIBBON

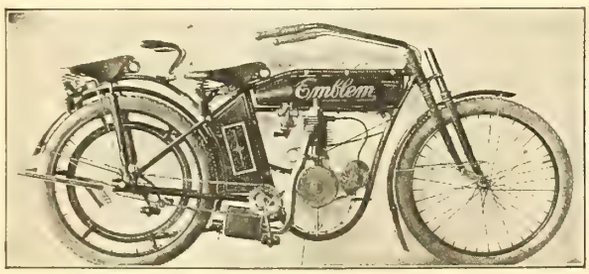
Write for Catalogue

THE KELLY=RACINE RUBBER CO., Asylum Ave., Racine, Wis.

A Man Came Up To Our Stand

At the Chicago Show on Wednesday, and Said:

"Yours was the first motorcycle I looked at when I came in this afternoon. I've seen them all since and now I have come back to give you an order for one of the big fellows to be delivered in March. You see," he added confidentially, "I have never owned a motorcycle before, so I thought I would see them all together at the show before buying. The Emblem seems so big and strong and easy to understand that I am sure I'll have no trouble in learning to run it."



Yes, that's the Emblem through and through—"Big and Strong and Easy to Understand." Mechanically perfect in construction, yet without the frills that drain the rider's purse and keep dealers in a constant state of apology. From the $175 single to the $250 twin, Emblem Motorcycles are built to withstand hard knocks, and they have made good. "Motorcycle Satisfaction"—which means Speed-Power-Economy—is the lot of the Emblem Rider. Have we an agent in your town?

EMBLEM MANUFACTURING CO.

Member M. M. A.

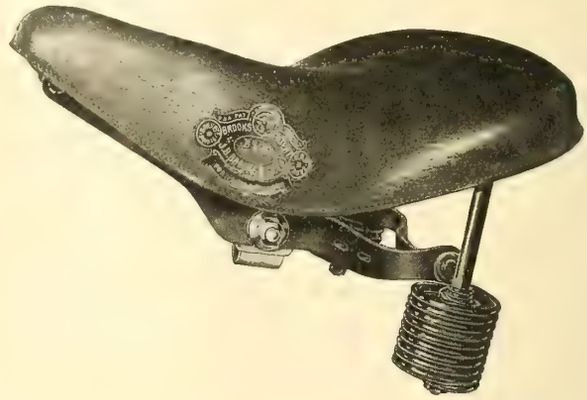
Angola Erie County New York

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.

B 170 Seat part has carefully moulded steel base, is amply and comfortably cushioned and covered over all with substantial leather.

Spring-framing includes the BROOKS PATENT COMPOUND SPRINGS, and is practically identical with the well-known B104.

Particularly low built, it is shaped on anatomical lines, and—you sit IN it rather than ON it.

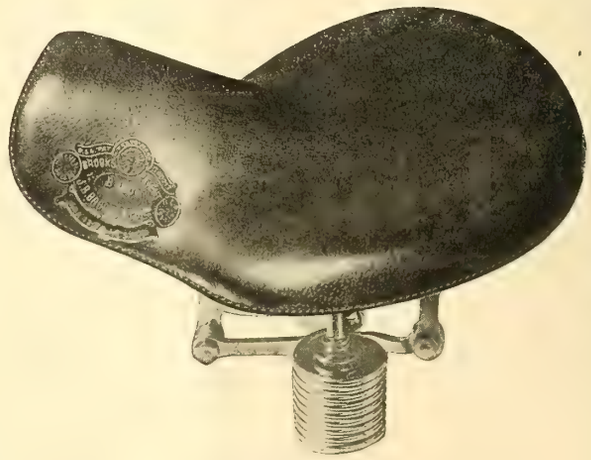


Two new models of the BROOKS—

the original and only genuine compound-spring saddle.

J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, Eng.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., 48 Warren Street, New York



B 400 Note position of compound-springs, which are placed immediately under the weight-carrying portion of the seat, which latter is not hinged to any fixed point at the peak, but constrained to move in a true vertical direction. This position, in conjunction with the compensating action of the spring, means unlimited elasticity without bounce. Seat part is comfortably cushioned and covered with substantial leather, has steel base carefully moulded on anatomical lines, and, again—you sit IN it rather than ON it.



FEDERAL TIRES

Conspicuous for Service

In actual use on all kinds of roads Federal Motorcycle Tires have earned the reputation of being the tires of "Extra Service." The superiority of Federal Tires from the standpoint of service, safety, comfort and economy has been thoroughly demonstrated.

Phenomenal strength, marvelous resiliency and extreme durability are the reasons why Federal Tires are given preference by motorcyclists who know. Quality is the first consideration in building them.

Federal Tires are strictly high grade.

Made in Two Styles— **Corrugated Tread**
Studded Tread

An interesting tire book mailed free on request.

Supplied Through Leading Dealers Everywhere

Federal Rubber Manufacturing Co.
Milwaukee

Branches and Agencies—New York, Chicago, Kansas City, Denver, Atlanta, Los Angeles, San Diego, Portland, Louisville, Indianapolis, etc.

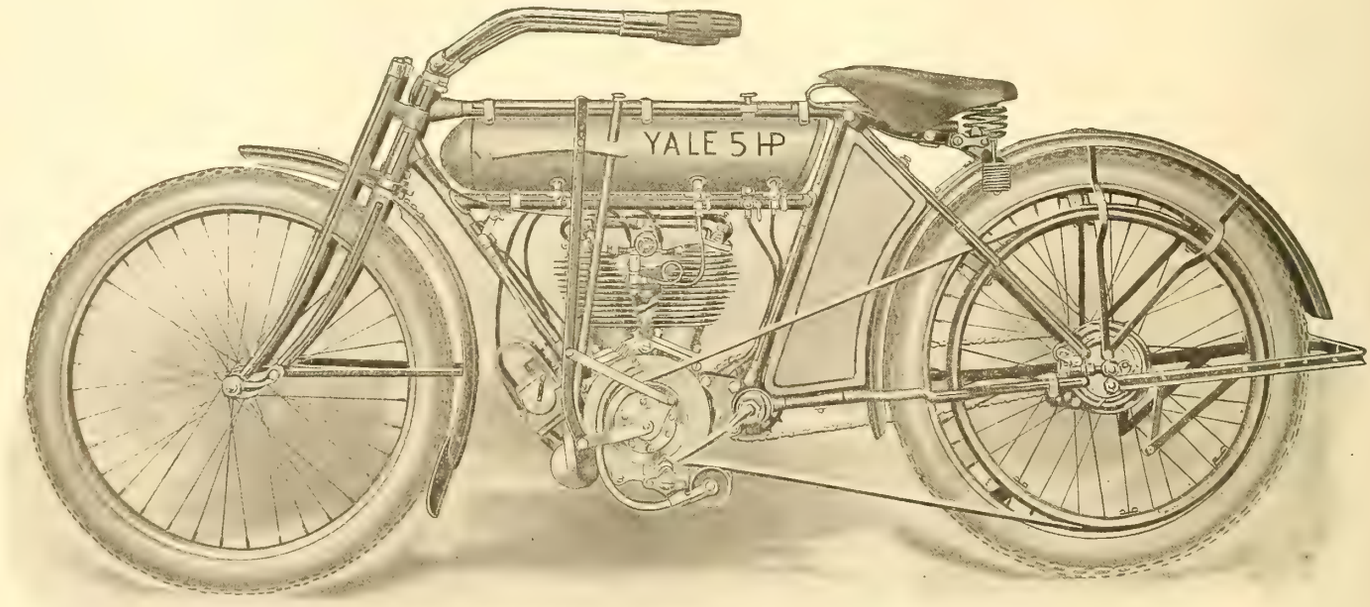
"If it's FEDERAL -it's right"

Yale Perfection

The Yale motorcycle is one of power, endurance and positive dependability. Mechanically it is absolutely perfect, and for quality its equal cannot be found.

There's a reason for the high standard of the Yale. Every part of the machine is made in our own factory, by the most skilful workmen, under the most modern conditions and under the supervision of men who know how to build motorcycles that are of the highest possible quality, and absolute mechanical perfection.

While some manufacturers are forced to have their parts built as cheaply as possible, often at the sacrifice of quality, the Yale is built in its own factory, regardless of cost—quality being the first consideration.



Model 25, 5 H. P., $260

The Yale is completely, from the smallest to the biggest part, built in our own factory. We do our own work because to have part of this done outside of our factory would not enable us to so completely supervise the construction and test every part that goes to make up the Yale.

Do you, Mr. Dealer and Mr. Rider, realize what this means to you? Do you realize why the Yale stands at the top of the list—why the quality and worth of the Yale is undisputed, why it is the best motorcycle built?

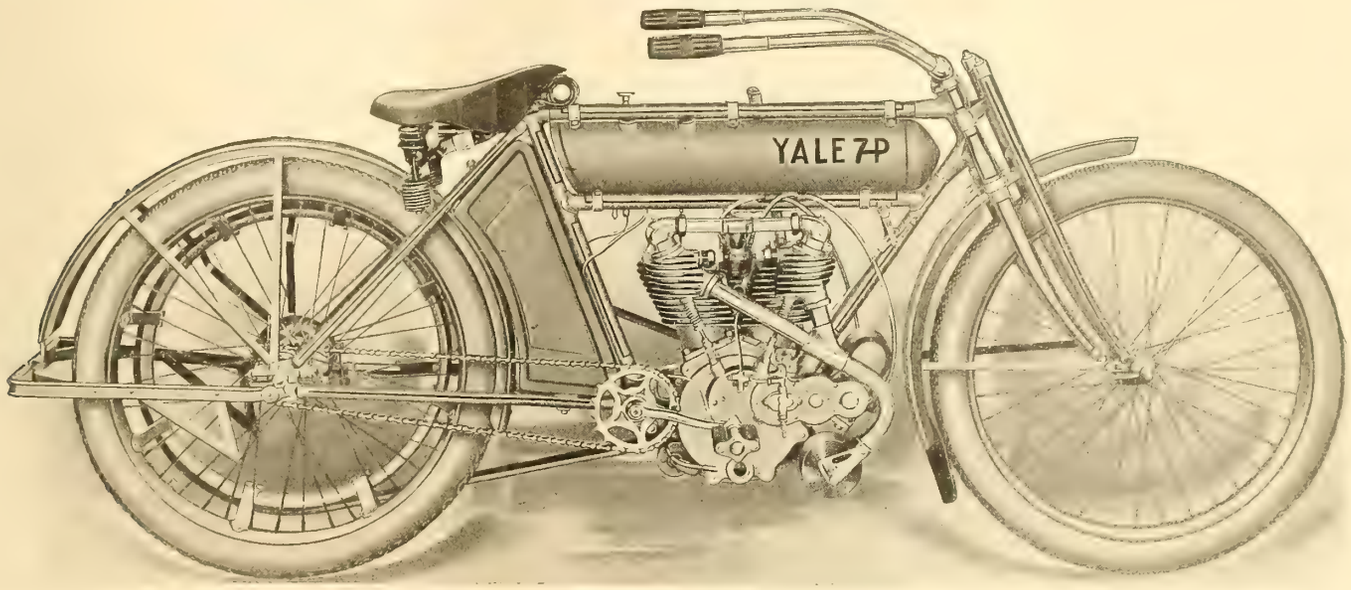
Of course you do. You cannot help but know that Yale stands for Quality.

THE CONSOLIDATED MANUFACTURING

Yale Dependability

If it's something good, the Yale is sure to have it. Right now we are equipping all 1912 Yale machines with the Y-A Absorber—the one that absorbs all the shocks. It is better and gives more comfort than any spring seat post could possibly give. That is why you find it on the Yale. It's a part of the Yale policy and Yale quality.

This is the most effective Shock Absorber to be found anywhere. The steel bolts inside the springs keep the saddle from tilting and side-swaying. When in action, the hanger attached to the rear stays works up and down on the bolts, according to the irregularities of the road, while the rider maintains an even position. It is made throughout of the best material, nickel plated and highly finished. It is guaranteed in every respect.



Model 27, 7 H. P., $285

Y-A Shock Absorber Free to 1912 Yale Buyers

Every person buying a 1912 Yale will have the machine equipped with one of these Shock Absorbers. Riders who have already purchased a 1912 Yale will, as soon as we have a sufficient number of Shock Absorbers on hand, receive one of these absolutely free of charge.

It's part of the Yale policy—every Yale rider will at all times get the highest quality machine and all the desirable features.

Just remember this—it's a big feature—write for the Yale booklet; or, if there is no dealer in your territory, write for our agency proposition.

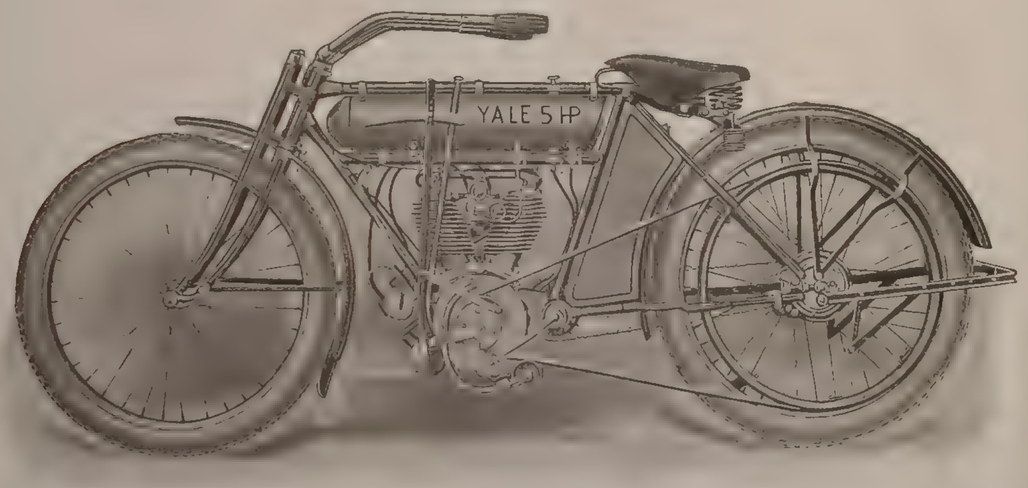
O., 1751 Fernwood Avenue, Toledo, Ohio

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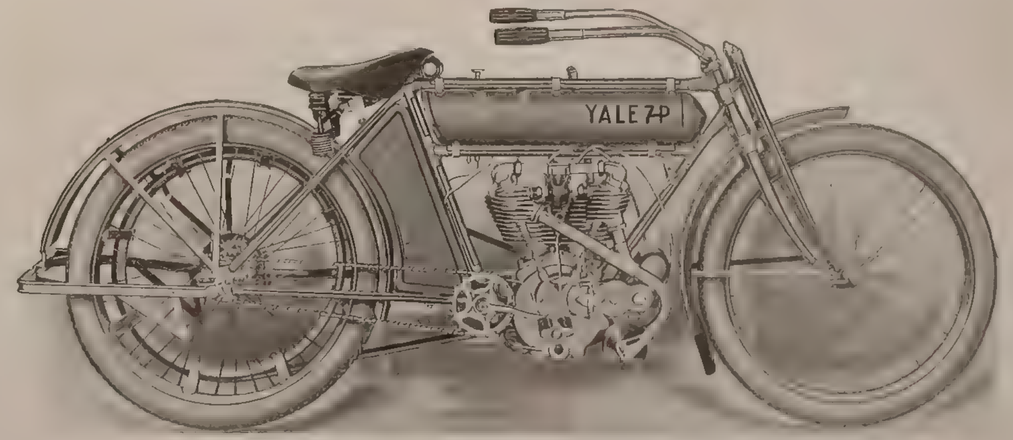
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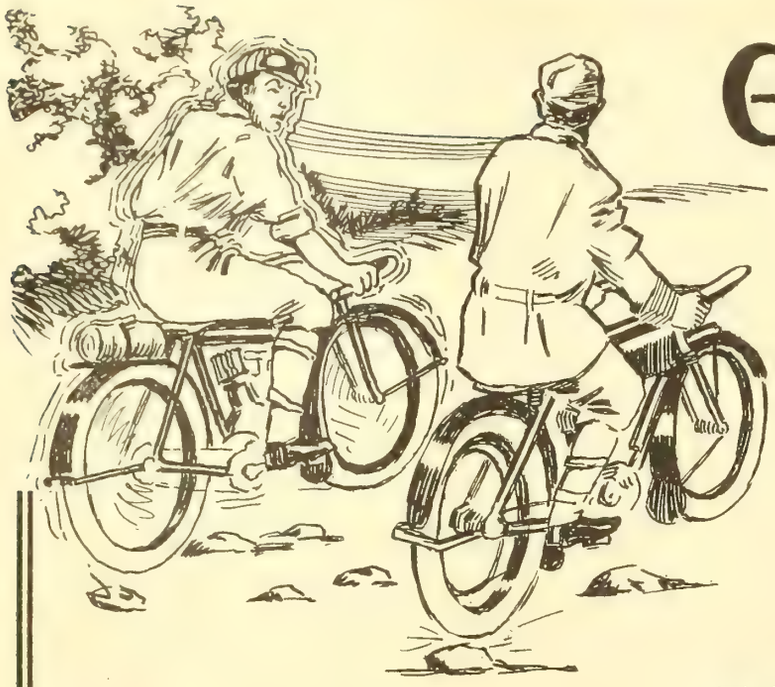
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THE CONSOLIDATED MANUFACTURING CO., 1751 Fernwood Avenue, Toledo, Ohio



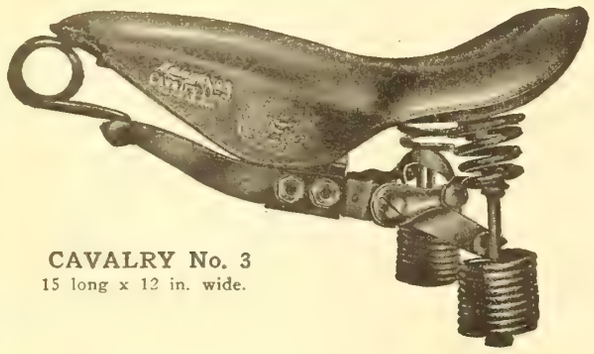
Get a Mesinger!

No Frills, But Facts

Mesinger Motorcycle Saddles

ARE NO EXPERIMENT

The Tops and Spring Parts Are Guaranteed for One Year



CAVALRY No. 3
15 long x 12 in. wide.

MOTTO

"Ask the Rider and Watch Him Riding"

Proof of Saddle Stability

We make more Motorcycle Saddles than any other manufacturer.

Our Factory does not need a Repair Department.

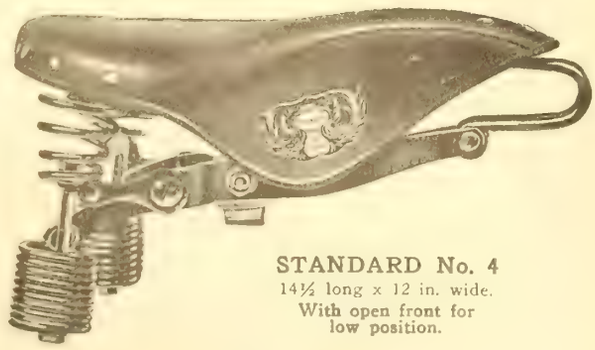
Our Tops are stretched when formed, not afterward.

The Narrow Pommel, a special feature cannot be equaled.

You avoid Saddle Troubles by specifying the Mesinger.

Mesinger Cavalry No. 4 cannot be Equaled for Touring.

Winner of many Tourist Trophies.



STANDARD No. 4
14½ long x 12 in. wide.
With open front for low position.

H. & F. MESINGER MFG. CO.

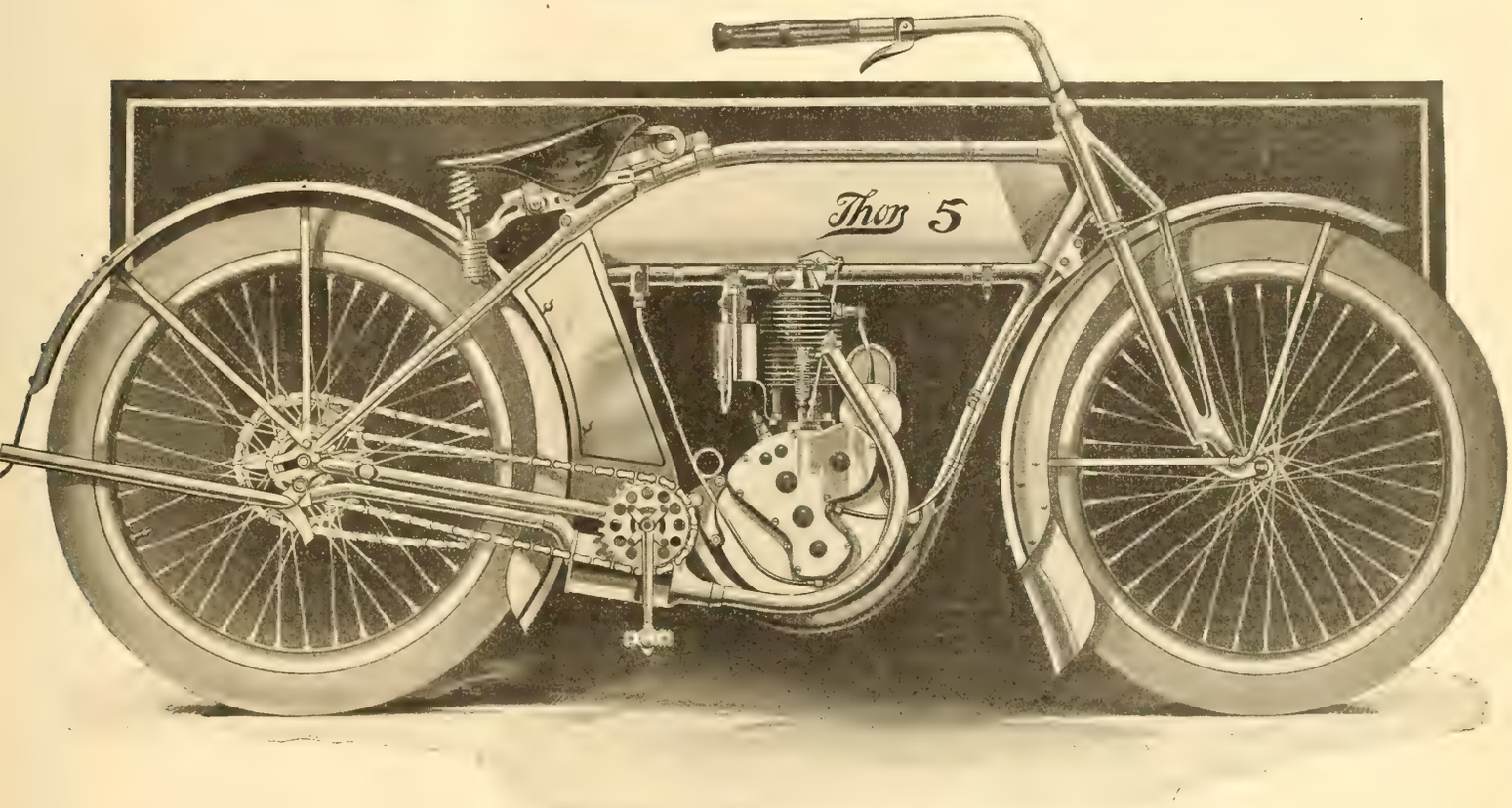
1801-1807 First Ave.

NEW YORK

Thor MOTORCYCLES

¶ The 1912 *Thor* Motorcycle has created the biggest sensation at the Chicago Automobile Show in recent years.

The White *Thor* Takes First Prize



MODEL "W" $225

THOR 5 H. P. single cylinder, magneto ignition, chain transmission, with THOR ball-bearing free engine clutch, regular equipment.

¶ Our selection consists of six different models, all equipped with the new improved THOR features consisting of quieter valve action, ball bearing free engine clutch, positive oiling device, wider range of efficiency and speed in carburetter adjustment, new spring fork and a dozen others which are described in detail in our new catalog.

DISTRIBUTORS WANTED—GOOD TERRITORY OPEN—WRITE TODAY

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building — A. FREED, Pacific Coast Distributor, 1440 Market Street, San Francisco, Cal. — Chicago, Ill.

EXCELSIOR CYCLE CO.

WHO WE ARE

¶We are the sole manufacturers of the old and well known

Excelsior Bicycles

¶We purchased the Bicycle manufacturing business of the EXCELSIOR SUPPLY CO., and our company and working force comprises many of the men who helped make the name Excelsior a mark of quality.

¶We have no connection whatsoever with the present builders of the Excelsior Auto-Cycle and if you want prompt service in the real Excelsior Bicycles and the best Motorcycle Frames, Forks and Parts that can be built by men who are experts in every angle of production, backed by a perfectly equipped and modern plant,

BE CAREFUL OF THE ADDRESS

EXCELSIOR CYCLE COMPANY

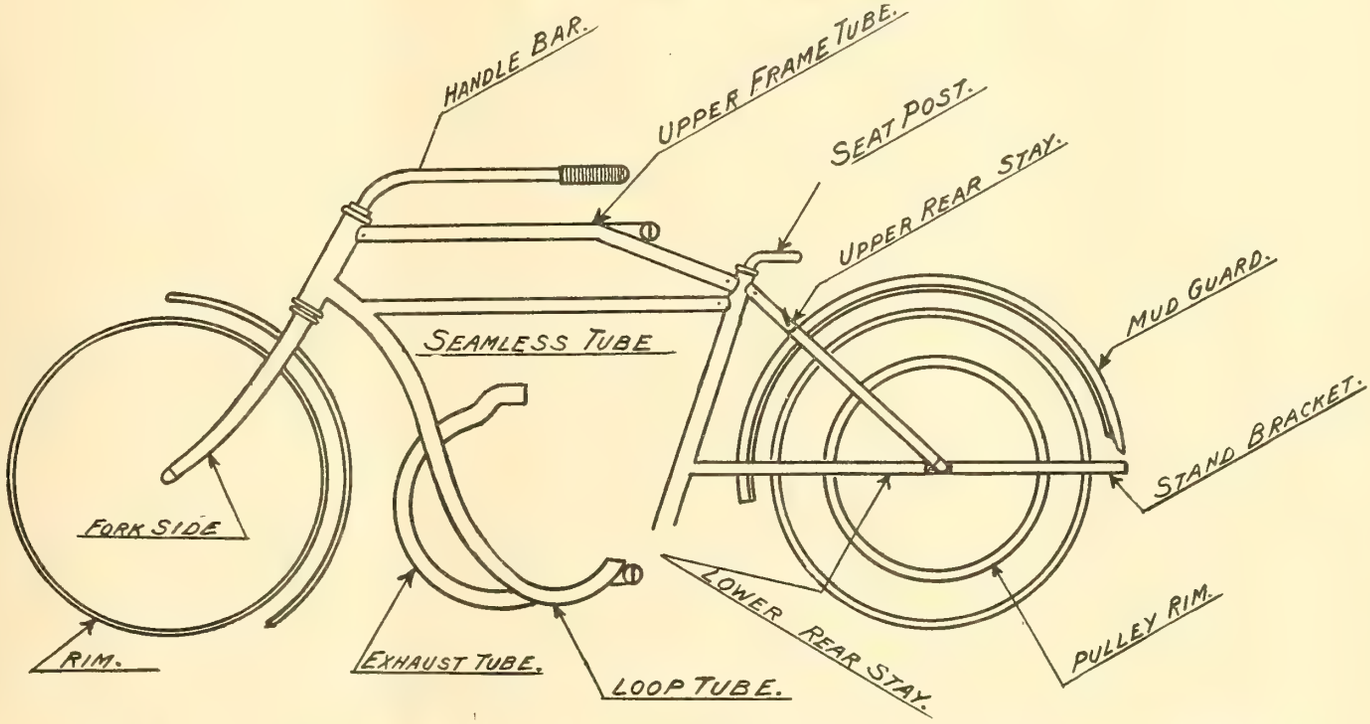
168-170 North Sangamon Street Chicago, Ill.

DETROIT BRANCH—Excelsior Auto Cycle Co., Detroit, Mich.

"STANDARD"

SEAMLESS STEEL

TUBING



THE BACKBONE OF YOUR MACHINE

is the *tubing* of which it is constructed.

The *boast* of the *largest* motorcycle manufacturer is that he has *never* had a frame go wrong in *ordinary* usage and this manufacturer uses *"STANDARD"* Tubing entirely; also our rims, mudguards and pulley belt rims.

At the recent Madison Square Garden Show, New York City, *sixteen* motorcycle exhibitors displayed sixty-five models. Of the sixty-five models, *fifty-seven* were made in whole or in part of *"STANDARD"* Tubing.

Fourteen of the sixteen exhibitors, the country's *best* and *largest* motorcycle manufacturers, use *"STANDARD"* Tubing and price is *not* their reason—it's *quality.*

They have tried *other* tubing but it *failed.* It did not give the *combination* of *lightness, strength* and *finish* that a *first class* motorcycle frame requires and which the use of *"STANDARD"* Tubing *insures.*

When you order your machine, it *would* be well to ask what tubing it is made of, or better still write us and we will tell you *who* uses it.

Remember the *strength* of the *frame* and *rims* of your motorcycle *dictates* its capacity to carry *heavy* loads or to *"Speed her up."*

THE STANDARD WELDING COMPANY

CLEVELAND

NEW YORK
CHICAGO
DETROIT

Extra Service Motorcycle Tires

Goodyears Built on Flaw-Proof Tire Machine

America's only motorcycle tires built on a tire machine are Goodyears. Hundreds of tests have proved them unequalled in endurance. They are the tires that the 13 largest motorcycle manufacturers have contracted for, for their 1912 output. They mean an endless saving of trouble and expense for motorcyclists.

We have been building auto tires for 13 years. During this time we have secured the most expert tire building talent in the country. We have learned how to build serviceable tires.

Our investigation of materials and methods has been carried to the extreme. We have compared all the best fabric and analyzed every compound. We have tested every tread and tried every tire building method used here and abroad.

We have adopted the best methods — the best materials. And we had the world to choose from.

The Only Safeguard

Out of this experience we created a tire that the world now acknowledges to be without equal—The Goodyear No-Rim-Cut. In two years the sale of this tire increased 500%. It is today's greatest seller.

This tire we built on a tire building machine of our own invention. It is the only method that safeguards the tire against a certain kind of flaw that is bound to creep into all hand made tires. The patent is controlled by us.

Goodyear Motorcycle Tires are built on this self same tire machine.

In building a tire, a number of plies of fabric are stretched over an iron core. To secure uniform strength and endurance every successive ply must be stretched on at a **uniform tension.** If one ply is loose and the next one tight, the tight ply gets all the strain—eventually gives way, and the tire is soon ruined.



The Usual Way

The usual way is to stretch on these plies of fabric by hand. But no human being can do this and maintain an even tension throughout. So the hand made tire is less reliable and less lasting.

Our Way

To secure a uniform tension mechanical means must be adopted. This means is found perfected in our tire machine. Hour after hour, and day after day this machine stretches on ply after ply without the slightest variation.

There can be no loose plies and tight plies. All plies are stretched on at the same tension and every tire is as good as its brother.

Most Successful

With such construction as this, the phenomenal success of these tires is what one would only expect. The 13 leading manufacturers of motorcycles have contracted for these tires for their 1912 output. In the coming season every third new motorcycle you see will be equipped with Goodyear Tires.

Most Economical

Goodyear Motorcycle Tires cost you no more than any standard tire. You get extra service—extra mileage—less trouble—less expense. You get all these extras free. They are all included in the Goodyear price, which is the same as other tires.

Let us send you booklet telling all about our line of motorcycle tires.

THE GOODYEAR TIRE & RUBBER COMPANY

Moal Street, Akron, Ohio

Full Line of Motorcycle Tire Accessories [540] *Branches and Agencies in 103 Principal Cities*

THE BICYCLING WORLD (FOUNDED 1877) and MOTOR CYCLE REVIEW

Vol. LXIV. New York, U. S. A., Saturday, February 10, 1912. No. 21

"EXCELSIOR" AND "EXCELSIOR"

New Independent Company, Making Bicycles and Motor Frames, Composed of Former Employes of Excelsior Co.

Chicago, Feb. 7.—Excelsior is a magic word in local motorcycle circles these days, and the very breathing of it is quite sufficient to arrest the full attention of anyone who knows what it stands for. Its utterance galvanizes the acoustic sense to alertness like the midnight warning of Paul Revere aroused the patriots of Lexington. With the constant business effervesence in Excelsior Motor & Mfg. Co. affairs at present, there is much trade curiosity as to the relation of that concern with the Excelsior Cycle Company.

Although bearing the same surname there is no financial relation, the interests in each company being independent. The Excelsior Cycle Company is composed of James C. Baine, Peter P. O'Horo and Ernest Unger, all former manufacturing managers with the old Excelsior organization. Last August this trio severed their existing Excelsior connection, acquiring the bicycle manufacturing end of the business, incorporated under the present title, for $30,000, and continued the manufacture of Excelsior bicycles. Recently they have brought out a line of motorcycle frames and forks, which are produced for the trade only.

All of the members of the firm are veterans in the bicycle business with which they have been identified for more than 20 years in the production end. Baine was superintendent of the motor and frame assembly for years, in the old Excelsior organization. Harry Svensgard, who also is a veteran of the bicycle industry, is the sales manager of the Excelsior Cycle Company; he also controls the Excelsior Auto-Cycle Company of Detroit, which is the local distributor for Excelsior motorcycles and the new company's line of bicycles. Arthur Mitchel, the ex-racing man, is traveling Southern territory, representing the Excelsior Cycle Co.

New Pedalless Motorcycle for Detroit.

Detroit, Mich., Feb. 6.—Organized to manufacture a new motorcycle which is pedalless and starts before the rider mounts, the Morse-Beauregard Mfg. Co. has been incorporated with a capitalization of $10,000. Officers of the company are: President, William Morse; general manager, William Beauregard; secretary and treasurer, Frank E. Whipple. The company proposes to secure a site and begin erection of suitable factory buildings in the near future.

American Motorcycles at Winnipeg Show.

Toronto, Feb. 5.—Herb. Kipp, the traveling Canadian representative for the Indian, is in Winnipeg, where he is arranging for the display of the Hendee models at the Winnipeg motor show, to be held February 12 to 18. Other makes to be shown at this display include the Flanders, Merkel, Excelsior and Triumph.

Chicago Cycle Supply Co. Incorporates.

Richard J. Collins, Hans P. Hansen and Charles J. McCormick constitute the incorporators of the Chicago Cycle Supply Company, with headquarters at 22 West Lake street, that city. The capital stock is set at $30,000, and the company will handle bicycles, motorcycles, supplies, etc.

Another 4-Cylinder Makes Its Appearance.

Harrisburg, Pa., Feb. 5.—Charles Gearhart, of Mt. Holly Springs, is exhibiting at the automobile show in progress here this week, a four-cylinder motorcycle, which he has constructed on special lines, with a view of manufacturing in large quantities before the season is over.

CHICAGO LOCAL TRADE ORGANIZED

Details of Recent Movement to Bind Trade to Harmonious Effort for Publicity—Some of the Plans Proposed.

Permanent organization by the motorcycle dealers of Chicago was effected January 27 by the election of the following officers: President, H. W. Angsten, of the Angsten-Koch Company; vice-president, R. C. Crist, of Edwards-Crist Company; secretary, F. D. Freeman, manager for the Thor for Cook county. A board of directors of 11 representative tradesmen were elected as follows: J. E. Edwards, Indian; J. V. Hurley, Thor; C. H. Lang, Harley-Davidson; Fred I. Huyck, Merkel; A. S. Clausen, Yale; I. H. Whipple, Flanders; Guy M. Greene, M-M and Eagle; L. J. Leonard, Excelsior; A. J. Musselman, American; R. R. Hill, New Era; H. E. Halbert, Reading-Standard.

One of the principal objects of the organization was to devise a suitable method of more fully acquainting the public of the delights of motorcycling and with the uses to which motorcycles can be put. A cooperative plan was suggested whereby local newspaper advertising could be done under one general head, all of the houses represented receiving an equal amount of publicity.

In the matter of apportioning the expense of such a project, it was suggested that the relative amounts of business done by the various dealers be considered as a basis, using the present year as the one on which to arrange the proportions of the sypace rates for which they must pay.

It was decided to establish no initiation fee to applicants for membership in the association, provided they apply before an early date, to be decided on at a future meeting.

THOR KEEPS OPEN HOUSE

Special Train Load of Guests Visit Factory at Aurora, Ill.—Jolly Time Interspersed by Inspection of Plant.

One of the big events of show week in Chicago was the special excursion which the Aurora Automatic Machinery Company ran to the factory at Aurora, Tuesday. Over 80 were in the party, which largely was composed of dealers. The excursion was given by the Thor folks to acquaint its guests with the manner in which Thor motorcycles are produced. Vice-President E. N. Hurley, and his first lieutenant, Sales Manager E. J. Knight, concluded the party in three chartered cars on the Aurora, Elgin and Chicago Electric line. The party left Chicago at 11 A. M., and upon arrival in Aurora a luncheon was served, followed by vaudeville. Parodies on popular songs, in which liberties were taken with Thor executives, "took" well. Following the entertainment special trolleys were taken to the plant, where a photograph of the party was taken. Guides then were assigned to conducting the visitors through the plant, where Thor machines were seen in their many interesting stages of construction. There were a goodly number of dealers who then and there saw, for the first time, a machine built completely Following the inspection of the plant, refreshments again were served, and the return trip then begun, Chicago being reached at 5:45 P. M.

Among those in the party were E. N. Hurley, E. J. Knight, Wellington Quirk, H. Knipp, J. L. Minor, Paul Houke, R. P. Hogan, G. H. Kaufman, E. Roobart, R. T. Hovner, W. T. Purdy, P. Van Wyngarden, P. Sorenson, W. H. Steinbell, W. H. Wallbaum, J. M. Brechbiel, W. J. Cameron, C. R. Schwarz, E. W. Bodell, R. E. Buell, John Peska, Daniel Popini, E. W. Matthews, W. Knust, Ira H. Whipple, C. J. Welch, Daniel Griffith, Chicago; Leland Ratford, Martinsville, Ind.; John Sink, Evansville, Ind.; Paul Kottlowski, Indianapolis, Ind.; M. Brotherson, Joplin, Mo.; J. H. Tubman, Lincoln, Neb.; W. R. Brightenburg, F. B. Black, Raymond, Neb.; Nels A. Rosendahl, Minneapolis, Minn.; A. J. Keeley, Aurora, Ill.; O. Kuball, Kenosha, Wis.; H. Brossel, Mortomgrove, Ill.; W. B. Lewis, Logansport, Ind.; J. Barnes, Racine, Wis.; J. H. Loving, Alliance, O.; W. Veltman, Grand Rapids, Mich.; P. J. Van Drunen, S. Holland, Ill.; A. L. M. Berwys, Grand Rapids, Mich.; Byrd E. Moore, Des Moines, Ia.; Edward Hunter, Jr., B. R. Merrill, Des Moines, Ia.; S. J. Wilson, Tylertown, Wis.; A. J. Crawford, Cambridge, Ill.; R. T. Lautz, La Grange, Ill.; Earl King, Mandles, Ill.; C. W. Fisher, Louisville, Ky.; A. P. Brown, McComb City, Ill.; Russell Smiley, Dayton, Ill.; O. H. Hemlepp, Ashland, Ky.; W. H. Dunne, Toronto, Can.; Lee Clafson, Marless, Ill.; C. O. Horstman, W. Cutler, Peoria, Ill.; E. J. Hawkins, J. A. Zucker, Cleveland, O.; Albert Eckler, Akron, O.; H. A. Schultz, Monticello, Wis.; J. J. Lantry, Milwaukee, Wis.; G. I. Muffley, Vermont, Ill.; H. M. Bandfield, Waterloo, Ia.; B. L. Tullis, Kenton, O.; L. P. Birkenbach, Columbus, O.; Fred Personnette, Elkhart, Ind.; G. H. Snyder, South Bend, Ind.; J. A. Sheppard, Hammond, Ind.; G. W. Setly, Cedar Rapids, Ia.; A. J. Eddy, Aberdeen, S. D.; W. L. Druven, Preston, Can.; Charles Zimmerman, Evanston, Ill.; L. B. Lyman, F. H. Harris, Akron, O.; W. J. Hilliard, Elmhurst, Ill.; Geo. H. Kaufman, of the Bicycling World and Motorcycle Review.



THIS IS THE BIG PARTY THAT WAS ENTERTAINED BY THE MAKERS OF THE THOR, AT THE AURORA FACTORY

French is Pushing Things in Baltimore.

Baltimore, Feb. 6.—One of the happiest dealers in town is Howard A. French. He is the local distributor for the Indian and he is patting himself on the back, for he shows proof that he has sold since the first of the year 50 of the latest models, and he says prospects point to sales of at least 500 machines during the present year. Last year he sold approximately 250 motorcycles and about 700 bicycles. With revival of interest in bicycling he expects to sell at least twice the number in 1912 that he did in 1911.

Most of the machines recently sold were to commercial houses. Business men are realizing in this city that the motorcycle is a great thing. Those who have experimented with them have discovered that they save time and considerable expense. As a result they have proven walking advertisements and French says he has profited. Three commission houses have just ordered machines sent to Florida for use of their agents in that State. The men will use them in going from farm to farm to purchase products for the Baltimore market. The firms who purchased them figure that the time and money saved will be a big item in their business.

The street cleaning department and the gas company have acquired Indians for the use of their inspectors. Other commercial houses have fallen into line, and many more are expected to do so in the not too far future.

New Thor Agent at Portsmouth, O.

Portsmouth, O., Feb. 5.—Paul Rein has taken the agency for the Thor for this district, and in connection will open an up-to-date repair shop, adjacent to the plant of the Portsmouth Automobile and Machine Company.

BISON CITY TRADESMEN ORGANIZE

Permanent Body Formed Embraces All Phases of the Cycle Industry—Numerous Trade Abuses Discontinued.

Buffalo, N. Y., Feb. 5.—At a meeting held at the offices of the Vim Cycle and Hardware Company, 137 Broadway, January 29, the bicycle and motorcycle dealers, the local manufacturers and the local jobbers permanently organized the Buffalo Cycle Trade Association, with the following officers to serve for the first year: President, Edw. Young; secretary, H. Krigbaum; treasurer, F. D. Barton; directors, A. F. Schwegler, A. Nabinger, George Ferrand. Monthly meetings are to be held on the last Friday in each month at the various business houses operated by the association members.

The spirit shown at these meetings of the local trade has been most friendly, and has probably done more to harmonize the trade in Buffalo than anything else attempted in past 10 or 15 years. Already, the committee, composed of President Young, George Ferrand and John W. Henry, has been able to correct a number of abuses that have existed in the trade for a period of years, and which have proven a great drawback to the trade in general.

Dues in the new organization have been placed at $2 per year, and the purpose is to push the industry in all the branches covered by the association's work.

Marsh's Will Continue at Brockton.

Brockton, Mass., Feb. 5.—According to W. T. Marsh of the American Motorcycle Company, motorcycles only will be manufactured in Brockton. It has not been decided definitely where the automobile end of the business will be located, but it is certain to go to some town in Ohio or Indiana. A. R. Marsh is at present in the West and until he returns nothing will be done.

"It is certain, however, that the automobiles will not be manufactured in this city; in fact, it never was intended that they should," Mr. Marsh says. "The company has been experimenting for several years perfecting the auto model, and now that this is completed they are ready to manufacture. From the first it was decided to locate in some Western town, and several places in Ohio and Indiana have opened negotiations with the company. The motorcycle will continue to be made in Brockton indefinitely."

Some Big Mail Order House Profits.

As a significant indication of the proportions which the mail order house proposition is attaining, we cite the fact that the common stock of one of the Chicago catalogue concerns recently has been in much demand, the cause for which, Wall street assigns, is that the dividend is to be raised from 7 to 10 per cent. It is said that this house has over 6,000,000 customers and that it earned for the year ending December 31, 1911, approximately 16 per cent. Another reason given, is the anticipation of increased business that will accrue if the parcels post legislation is adopted.



UNLOADING SHIPMENT OF 30 INDIANS AT F. A. BAKER & CO.'S, NEW YORK CITY

"Abe" Keeps Up With the Times.

Middletown, O., Feb. 6.—Abe Levy, of the Middletown Bicycle and Automobile Company has recently installed a very complete equipment of machinery which will place his establishment on a par with the best in the State for special repair and manufacturing purposes. The new equipment includes the latest gasoline engine for power, lathes, drill press and complete building outfit.

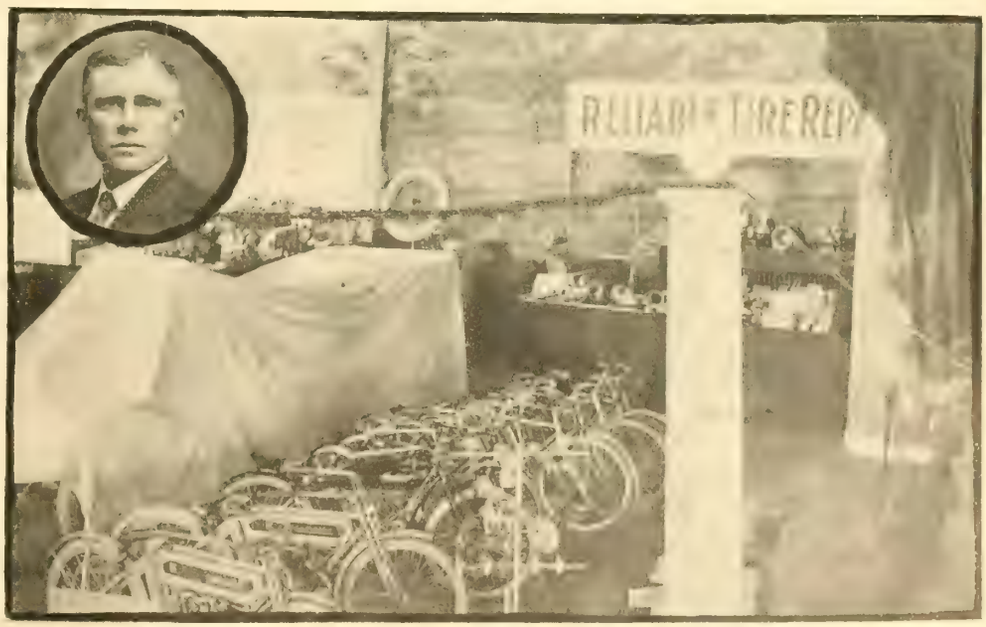
New Eras and Popes in Philadelphia.

Philadelphia, Feb. 8.—The Auto Motor Cycle Company, 2216 North Broad street, agent for New Era and Pope motorcycles, is enlarging and refitting its store preparatory for the rush of early spring trade. In addition to motorcycles, a complete line of bicycles and supplies will be carried.

Boulevard Cops on New Model Indians.

The motorcycle cops on the Hudson County boulevard, Jersey City, N. J., will shortly come out with 1912 mounts. The equipment will be 18 7-horsepower twin-cylinder Indians. The sale was made by A. G. Boller, of Union Hill, N. J., the local Indian agent.

It is reported that E. C. Kicherer, New York City agent for Flanders and N. S. U. motorcycles, at 206 West 76th street, is contemplating taking the Excelsior also.



VOSS BROS.' EXHIBIT AT PEORIA, ILL., MOTORCYCLE SHOW



When a rider has the feeling of security that goes with a CORBIN BRAKE he finds greater speed and control possibilities in his machine — *speed*, born of confidence in his ability to check the machine suddenly, if the emergency arises, *confidence* in approaching the crest of a hill that the descent has no dangers for him — the CORBIN BRAKE will hold on any grade.

CORBIN

THE CORBIN SCREW CORPORATION
Division of
The American Hardware Corporation
NEW BRITAIN, CONN.
Licensed Coaster Brake Manufacturers
Western Office: 69 WEST LAKE ST. CHICAGO, ILL.

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NEW YORK, FEBRUARY 10, 1912

The N. C. A. and What It Stands For.

Rounding out thirteen years of eventful life the National Cycling Association has successfully withstood the storms that have hovered over its devoted head, and at the present day is so firmly established as the cycle race sport governing body that nothing less than an earthquake would stand a chance of shaking its stability.

Probably no sport governing organization, not even the League of American Wheelmen, or the Amateur Athletic Union, has ever been the target for as much undeserved vituperative malice as the N. C. A., unless perhaps the National Cyclists' Union of England, yet today both the N. C. U. and N. C. A. are excellent examples of the fact that honesty of purpose and persistent effort will win out in the end.

The most violent enemies of the N. C. A. who expended their vituperatives against its policies and rulings a dozen years ago have sunk into oblivion, and the enemies it possesses today are chiefly offenders against the rules, or irresponsibles who are "agin' the government" on general principles. As long as the organization stands for fair sport convulsions by the above named classes cannot affect its standing.

One of the founders of the Union Cycliste Internationale at Paris, April 14, 1900, it has since maintained a strict alliance with that body, and it also affiliated in this country with the Amateur Athletic Union and the American Automobile Association. It is a matter of regret that a misunderstanding of a technical matter should have severed the alliance that once existed between the N. C. A. and the Federation of American Motorcyclists. The breach is not an irreparable one, however, and is possible of readjustment.

Indications point to a marked increase of interest in cycling of all kinds this summer. The World's Championships will be held in this country the latter part of August, and the movement to send a team of cyclists to the Olympic games is well known. Good sport and more of it should be the National Cycling Association's watchword from now on.

Cycle Industry's Sales Opportunities.

It has been said, and not without considerable truth, to the shame of many who chiefly are responsible for the conditions which permit of foundation for the allegation, that those to whom the welfare of the bicycle industry should be of first importance—the manufacturer and dealer, with the exception of a few isolated cases—are neglectful of the unquestioned opportunity for the advancement of their buslness interests in that they ignore, or at best view with passive attention, the revival of cycling as a pastime and sport which to the least observant and as a matter of production figures has been developing, steadily and surely, to a degree dreamed of, yet considered unattainable during the "lean years" following the great slump of a decade ago.

It also has been alleged, also with considerable truth, that manufacturers and dealers treat the making and selling of bicycles in about 98 per cent. of their respective cases as a necessary evil to be dispensed with in the easiest possible manner, incurring the least possible effort—in effect to comply all too readily with the request for cheaper and yet cheaper goods all along the line, from the consumer up, rather than to make a bona-fide bid for business of "quality," as is the rule, rather than the almost hopeless exception, in practically every other line of commercial activity.

Veterans predominate in every department of the industry. All can recall the prosperity, unequalled in any other, before or since, which rewarded those connected with the business in whatever capacity so long as was maintained the standard of quality instead of acquiesing to the call for lower price. We cannot expect to restore those halycon conditions; the situation in many respects is different, but, there are today, as there were then, legions who are amply supplied financially and intelligently appreciative of the benefits derived from the use of the better grades of goods if the advantages are conclusively shown them.

On the threshhold of another season, no better opportunity could be desired than that created and now firmly established in the movement carried through since October last by this publication—that of providing, financing and sending a team of bicycle riders, to be chosen by process of elimination contests from every section of the country, to the games of the Fifth Olympiad, which now are attracting world wide attention, have received columns of space in the reading pages of the daily press throughout the country, and, as the time approaches and the games are eventually run, will accrue a hundred fold more of the best possible publicity than ever has been awarded the cycle industry.

Throughout the past six issues of this journal there have appeared in its news columns, articles marking the progress of this campaign for the advancement of the industry which are truly remarkable in the results attained. In 21 cities and towns from coast to coast, their population approximating fifteen millions, the campaign of developing riders, and in many instances working faithfully for the funds.

Manufacturer and dealer, that is your opportunity; take up the work, support it morally and financially. If you make or sell any goods such as are suitable for the use of riders in contests of 150 and 200 miles, follow up the clubs and individuals cited in the aforementioned articles. Dealers owe it to themselves to use every effort to secure publicity in the local press—your matter will be used, the proposition is one of live and growing sporting interest—if you are not conversant with the matter or desire more information, a request for it will suffice. Above all,—Start—Immediately!



February 12, Brooklyn, N. Y.—Knights of St. Anthony five miles flat-floor bicycle race and general athletic games, open, at the 47th Infantry Armory.

February 14-16, Colorado Springs, Colo.—Automobile and motorcycle show in Temple theatre.

February 17, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletc games, open, at the 74th Regiment Armory.

February 21, New York City—Pastime A. C. five-men pursuit flat-floor bicycle race, invitation, and general athletic games at the 22nd Regiment Armory.

February 21-28, Toronto, Ont.—Motorcycle show in Toronto Armory.

February 23, New York City—High School of Commerce, two miles handicap flat-floor bicycle race and general athletic games, open to all, at the 71st Regiment Armory.

February 24-March 2, Brooklyn, N. Y.—Annual automobile and motorcycle show in Twenty-third Regiment Armory.

February 24, New York City—Century Road Club Association annual dinner at the Broadway Central Hotel, Broadway and Third street.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 29, New York City—United Spanish War Veterans, two miles handicap flat-floor bicycle race and general athletic games, open, at the 22nd Regiment Armory.

March 1, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

March 2, New York City—Dominican Lyceum two miles handicap flat-floor bicycle race and general athletic games, open, at the 71st Regiment Armory.

March 4-11, Denver, Colo.—Motorcycle, motorcycle accessories and automobile show in Auditorium.

March 16, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 5, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 13, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 14, Brooklyn, N. Y.—Atlas Bicycle Club first annual spring century run, open, Start from Prospect Park Plaza.

April 21, New York City—New England Wheelmen 15 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

April 26, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 28, New York City—Eastern Division, Century Road Club Association annual spring century run, open. Start from Columbus Circle.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open . Rain date, one week later, May 12.

June 16, New York City—Century Road Club of America, New York State Dicision, 50 miles handicap road race, Floral Park, L. I. Rain date, June 23.

July 7, Stockholm, Sweden—Olympic games under the auspices of the Swedish Olympic Committee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City. United States entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I. Rain date, September 29.

FIGURES OF INDUSTRY'S ADVANCE

Most Imposing Display of German Exports, Comparatively Small Though Gradual Increase—United States Gains Rapidly.

Official returns of the exports and imports of bicycles, motorcycles and parts in the German Empire denote a healthy condition of those industries in that country; the exports particularly are impressive, increasing steadily during the past three years. That any one country exports in a single year bicycle parts valued at over $18,000,000 must come as a sad blow to those dear folks who have read—at various times—the burial service over the "antiquated wheel." According to the German figures this "antiquated vehicle" is very much alive and "kicking."

The value of motorcycles exported during the years 1909, 1910, and 1911 respectively are: $323,500, $302,250, and $415,750; of bicycles, including tricycles and wheel chairs: $1,379,250, $1,555,500, and $1,620,500; of parts for motorcycles (except motors and motor parts), bicycles, tricycles and wheel chairs; $13,642,500, $16,284,750, and $18,265,500.

Imports of the various items in the years 1909, 1910, and 1911, respectively, were valued as follows: Motorcycles, $39,250, $49,250, and $62,500; bicycles, including tricycles and wheel chairs: $40,500, $62,000, and $62,500; parts for motorcycles (except motors and motor parts), bicycles, tricycles and wheel chairs: $119,500, $168,000, and $118,500.

U. S. Imports and Exports Leap Forward.

With the close of 1911, an encouraging increase in the export of bicycles, motorcycles and parts (except tires) is shown in the figures for 12 months as compared with the same period in 1910 and 1909. The total value of business for the year just closed is $961,673, a gain of $233,116, or approximately 29 per cent. over 1910 with $728,557. Export values in 1909 amounted to $680,616.

The month of December, 1911, has to its credit $79,829, as against December, 1910, with $56,879; thus showing a yet larger ratio of gain, its business being 39 per cent. in excess of that of the previous corresponding period, or $22,950.

Prior to July 1, 1911, shipments from this country of foreign merchandise in the above lines were included in the reports of "All other manufacturers of iron and steel," or "All other manufacturers of wood," therefor the statistics date from that time and show a value of $5,334.

Imports also were included in like manner, their values for the six months, July to December inclusive being $62,467 and for the month of December, $20,774. The new classification will improve matters.

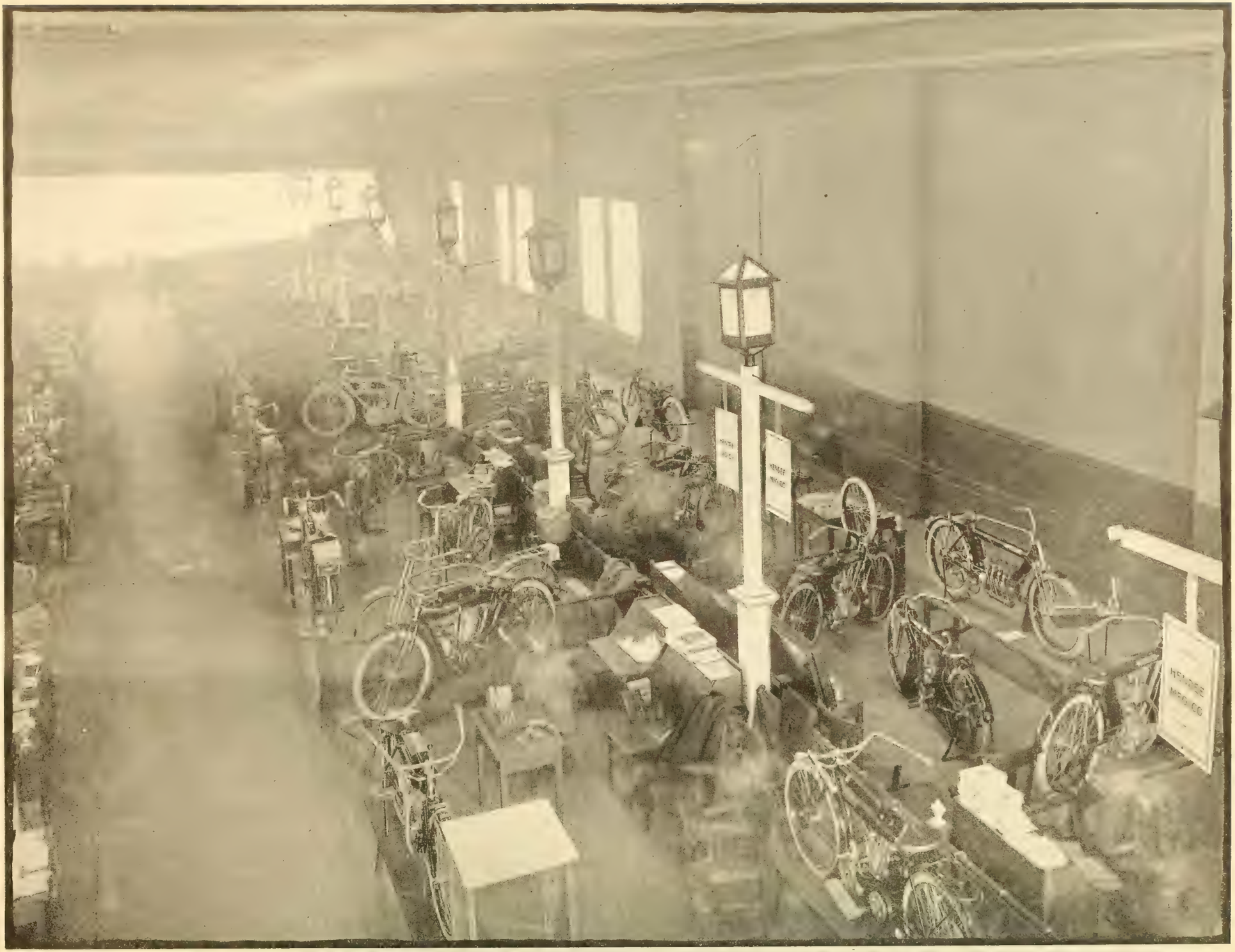
Industry's Progress Again Mirrored at Chicago



Chicago, Sunday, Feb. 4.—Although this was supposed to be moving-in day for the motorcycle and accessory exhibitors at the Coliseum show, which will enter its second week to-morrow, comparatively few did so. Some of the exhibits were delayed in transit, and others were at local agencies, so that little was done at the show in the way of putting things to rights. Several exhibits were run in, and unpacked in the morning, but no great effort toward making the booths look pretty was attempted. In the afternoon the building was practically deserted by the motorcycle trade. It was a bleak day, with a light flurry of snow falling, and a biting cold wind blowing, and the dealers were to be found in the local agencies or hotel lobbies, discussing a wide range of topics. Everybody seemed quite satisfied to stay indoors and let the Coliseum take care of itself for the day. Tradesmen arrived on every train and many were away behind time. Hardly an out of town visitor but complained of something in the railroad service, the most popular causes of dissatisfaction appearing to be lack of heat, dining cars and slow time.

Chicago, Monday, Feb. 5.—To-day broke bright and clear, and the tradesmen were on hand at the Coliseum early to put their "houses in order" before the crowds descended on them. There was activity on every hand, and by noon all debris had been cleared away and the show was under way. All of the exhibits were in place except the Schickel, which arrived Monday night. This exhibit is not in the Annex with the main colony, but on the second gallery of the Coliseum proper, among the accessory people. Over in the Armory, which is reached through a cloth subway, where breezes far from gentle cavert gaily, and is unofficially designated as "Pneumonia Boulevard," the Edwards-Crist Company, local agents for the Indian, have the largest motorcycle exhibit in the show, 16 machines being staged.

There are 17 makes of machines on display, one more than at New York, although there are two machines, the Wagner and Iver-Johnson, which are making their debut on the 1912 show circuit. In fact this is the first time the Iver-Johnson, which



ENCOMPASSED WITHIN THE BARE WALLS OF THE COLISEUM ANNEX THE FAIREST PRODUCTS OF THE INDUSTRY ASSUMED THE ROLE OF "BEAUTY ADORNED"

emanates from the Iver-Johnson Arm & Cycle Works, Fitchburg, Mass., has been seen at any show. Over on Michigan avenue, the M-M is holding a private show at its branch, and has a full line of models on view. This machine was in the motorcycle colony displayed at the New York shows.

From a decorative standpoint the Chicago motorcycle show is absolutely nil. While the Moorish mosaic palace fantasy in the Coliseum itself severely strains the vocabulary to describe it, the Annex regalia is not much more extensive than the fig leaf apparel in which Adam disported in the Garden of Eden. It would seem either that decorative material was exhausted by the effort in the Coliseum, or else Manager Miles feared that if the show tailors were turned loose in the Annex, they might outdo their Moorish creations in the extravagantly decorated Coliseum.

At any rate, the extreme simplicity of the Annex decorations are not at all popular with the exhibitors. At either end of the hall are balconies across which are strung streamers of green and white bunting. The motorcycle exhibits are tucked away under the balconies, and in a double column aisle next the far side of the hall from the entrance. Forming a separating center wall for the exhibits, a number of plain white posts carry wires and signs. No attempt is made to conceal the wiring, and there is nothing gorgeous about the signs displayed either.

When the hall becomes fairly well filled with people, it is a case of follow the crowd, which moves slowly in an irresistible tide along the aisles. At times the flow of humanity becomes jammed and ceases flowing, until the blockade is broken by the dissolution of the crowd at the place of congestion. There is general complaint of the narrowness of the aisles, and the smallness of the exhibits, and it is felt that all of the Annex should have been set aside for motorcycles. Practically half of the hall is occupied by automobile accessory people, in which the motorcycle visitors are not interested, and whose deserted booths are in sharp contrast to the crowds which congregated at the motorcycle stands.

Only the motorcycle enthusiasts, or the visitor who stumbles upon it, is apt to find the motorcycle section, for there is absolutely nothing in the way of a sign in the Coliseum, or over the door of the Annex, to indicate what or who are to be seen in there. Emerging from the gorgeous atmosphere of the Coliseum to the decorative void of the Annex, is a transition which comes all too sudden for the average visitor, and as soon as he recovers his poise he usually isy not slow to comment upon it in more or less forcible language.

Unlike Madison Square Garden the building is well heated, and when the crowd was densest on the opening night, the heat was suffocating.



WHERE THE THOR WAS SHOWN WINDOW LIGHT WAS PLENTIFUL



EMBLEMS WERE PLACED IN A VERY ADVANTAGEOUS LOCATION



THE YALE AND WAGNER EXHIBITS WERE NEAR NEIGHBORS



HARLEY-DAVIDSONS WERE WELL STAGED WITH PLENTY OF ROOM TO VIEW

CENSUS OF THE SHOW.

Singles	51
Twins	25
Fours	2
Sidecars	2
Delivery Vans	2
Total	82

EMBLEM.

Emblem Mfg. Co., Angola, N. Y.—Five machines; four singles; one twin.

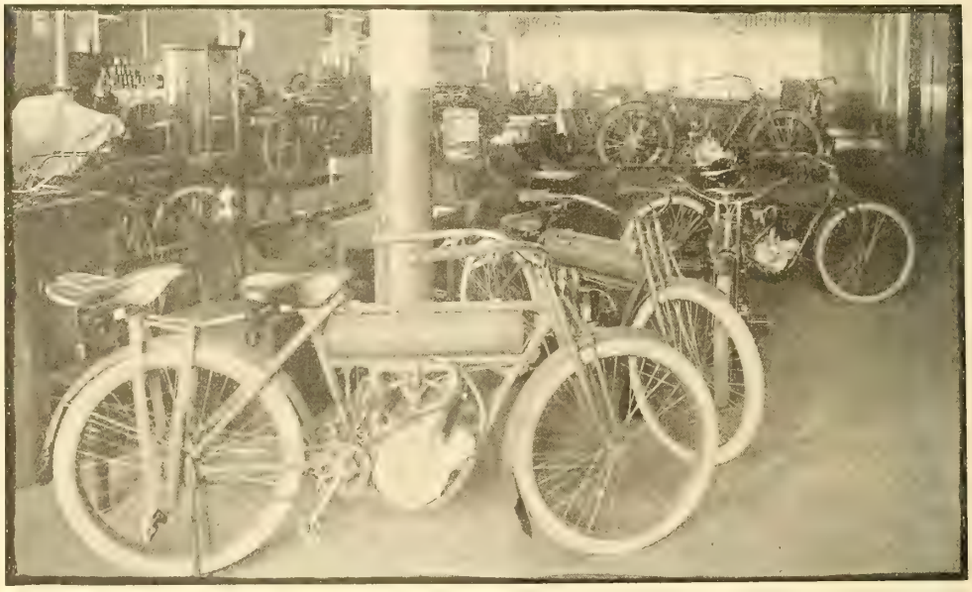
Representing the Factory—W. G. Schack, L. S. Taylor, R. P. Colwell.

Changes or New Features Since Last New York Show—By dropping the lower horizontal frame truss the enlargement of the tank has been made possible, so that greater traveling radius on one filling is secured. The tank now holds two gallons of gasoline, and one-half gallon of oil. The exhaust valve stems have been threaded and fitted with hardened screw caps and lock nuts to take up wear, and allow the valve timing to be maintained at maximum, constantly. An entirely new style of inlet cage has been adopted, which is lighter, more durable and has larger passages, permitting the induction of a greater charge of mixture in a given time.

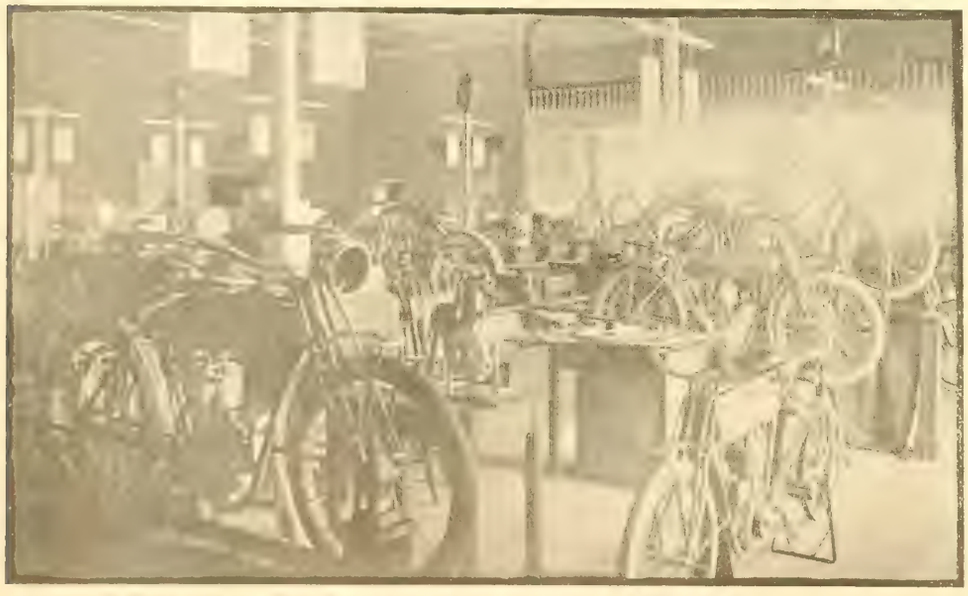
Some Features of Which the Makers Are Proud—Stability and sturdiness seem to exude from every pore of the Emblem. Externally it is a solid, substantial appearing machine, and this impression is borne out by the makeup of its "innards." Although internal frame reinforcement is accepted as a matter of course these days, a triangular girder inserted in the Emblem frame tubes throughout their length implies a practically indestructible foundation for the power plant.

Emblem is another motor that is full ball bearing, the New Departure double row type being used. In counting up the field of makers who are employing shock absorbing devices in the pursuit of more comfortable riding machines, Emblem is a pioneer, having brought out its spring seat early last year. Time was when fuel tanks were made of copper almost universally, and while it was acknowledged to be ideal for the purpose, gradually other metals superseded it to a large extent, but Emblem tank specifications still call for copper.

With the introduction of spring tandem attachments, the pleasure of riding "two up" was rendered much more enjoyable and attractive. However, it remained for the Emblem folks to blaze the way in the introduction of adjustable foot rests, which in combination with adjustable handlebars, would seem to represent the ultimate in rear passenger accommodations for some time to come. One of the inconspicuous, but nevertheless, sure to be appreciated, wrinkles, in connection with the tandem, is



MERKELS MADE AN EFFECTIVE SHOWING ON THE CENTRAL AISLE



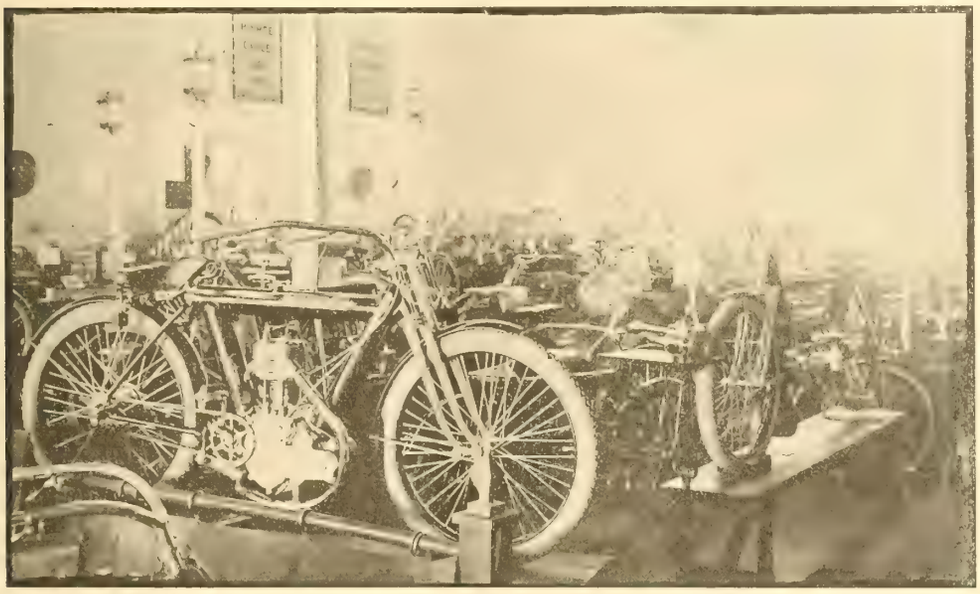
POPE AND NEW ERA EXHIBITS SHOWED FULL LINES OF MODELS

that all frames are built with lugs, permitting the attachment of the rear seat apparatus at any time, without the necessity of having special fittings made. The scheme of mounting or demounting the tandem is so worked out as not to interfere with the removal of the rear wheel.

A pert looking channel iron rear stand, hinged on an independent frame lug and seating under load in a lower rear stay lug, will impress favorably the connoisseur in stand construction. Another of the "little things" that help sidestep a lot of trouble sometimes, is the fitting of chain stops to the tank caps so that they will not become lost if they unscrew, or fall to earth, and pick up dirt to cause carbureter trouble during a refilling process. The stops are lengths of coiled spring which are easily removable. The 1912 output of Emblem motorcycles is scheduled to reach 2,000 machines, of which 800 will be twins.



INDIANS, AS IS CUSTOMARY, MADE THE MOST ELABORATE SHOWING



PIERCES WERE WELL STAGED FOR THE VISITORS' OBSERVATION

easier riding and less fatiguing machines. The most prominent refinement in the spring frame for the coming season is the incorporation of a friction shock absorber in the hanger cluster to check violent rebound.

It is almost a State secret that this device was discovered accidentally, but this is how it came about. In going over the machine to seek if possible where improvements might be effected with profit, Designer Joseph Merkel decided to enlarge the hanger hinge in order that even greater bearing surface might be embodied to secure a construction so substantial that competition arguments of alleged weakness at this point would effectually be exploded. After constructing the new hinge on the lines decided on, he tried it out and was agreeably surprised to find that the machine rode much smoother and more comfortable than before. At first this was not charged to the hanger hinge, but eventually

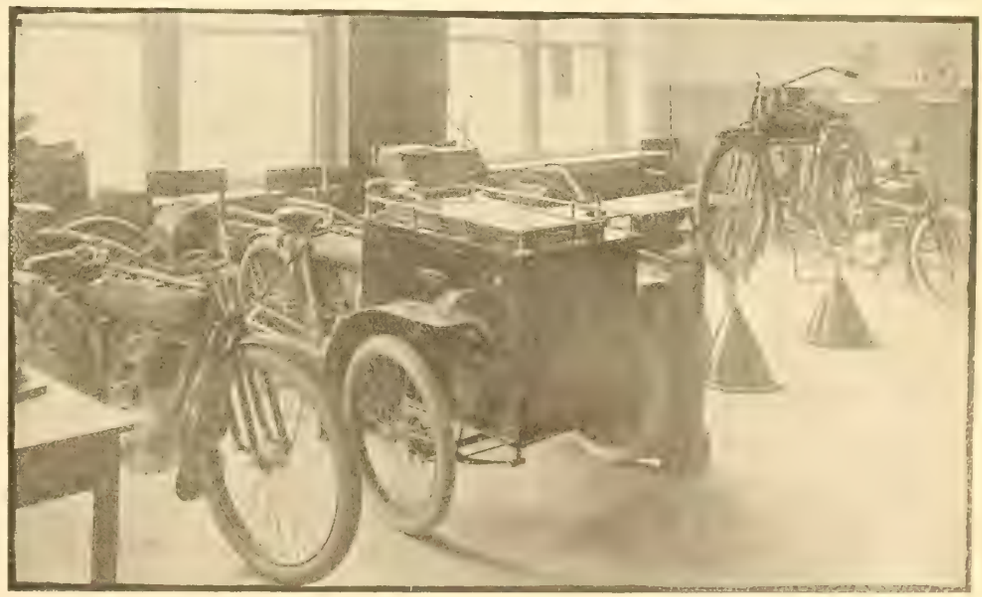
MERKEL.

Miami Cycle & Mfg.Co., Middletown, O.—Five machines; three twins; two singles.

Representing the Factory—K. B. Jacoby, J. F. Merkel, E. M. Jackson, Edward Buffum, Fred Huyck, O. K. Newby, F. P. Lee.

Changes or New Features Since Last New York Show—Metal guard enclosing short drive chain.

Some Features of Which the Makers Are Proud—Spring frame and Merkel are names that have been synonymous in motorcycles since the early days of the industry, so in these piping times of white heat competition, it is with considerable satisfaction that this manufacturer takes note of the support which its long campaign in the interests of a comfortable riding machine at last has been accorded by other makers, who this year have embraced various types of shock absorbing devices to meet the insistent demand of riders for



MINNEAPOLIS ALSO SHOWED DELIVERY VAN FLANDERS OCCUPIED CORNER



EXCELSIORS WERE IMPRESSIVE HERE IN GREAT NUMBERS

by a process of deduction, the real cause of the smoother running was found to be in the new hinge bearing. It then was perfected by the insertion of bronze friction discs.

Now having exhausted its stock of old style open Bosch magnetos, the Miami Company will equip all Merkels hereafter built, with the new enclosed type which is slightly smaller. Not a little of the speed which the Merkel possesses is due to the liberal use of ball bearings in the motor. All shafts except the wrist pin ride on imported F. & S. balls, which are noted for their freedom of running and long life without replacement.

For the coming season the output already decided on is 3,500 machines, with a possible increase to 4,000. It will be divided about equally between twins and singles. At present the twins are leaders in popularity among the experienced riders, but the company finds that in April and May when new riders are taking up the sport, the sale of singles increases rapidly, so the yearly output is about evenly divided between twins and singles.

READING STANDARD.

Reading Standard Co., Reading, Pa.—Five motorcycles; three singles; one twin; one motorless chassis. Two bicycles.

Representing the Factory—W. F. Rempis, W. B. Glasser, W. G. Rhodes, W. E. Dewey, H. E. Halbert.

Changes or New Features Since Last New York Show—None.

Some Features of Which the Makers Are Proud—The motor is the subject on which the R-S folks like most to dwell, and indeed there are numerous good points in it that are well worth telling about. Low compression is used, and if you ask why, they will tell you because it makes a cooler and smoother running engine, which is longer lived. Flywheel balance has been obtained to a rare degree, it is said, and there is no laboring at slow speeds.

Vanadium steel, the kind that has made certain motor cars famous, is used extensively in the R-S engines. Its enormous strength is well known. The rider whose engine persists in oiling the roads, the operator and the machine too, will appreciate the pains taken to make R-S motors oil-tight. It was R-S who introduced the parallel mechanical valves, and they are retained in improved form. Of course, they are interchangeable, always have been, and this year, one half-time gear, carrying a double cam, reduces the number of operating parts by 50 per cent.

Comparison of the R-S cone clutch with some of the "watch fob" runabouts for size, is apt to be favorable to the former. It is a big sturdy spider, and is an original product. Chain replacement should be nil on the R-S, for the driving sprockets are nearly as large in diameter as the motor base, so that the chain travels very slowly, comparatively speaking. Makes less noise too, than a fast running chain. Comfort is cultivated by the R-S folks, by the employment of a shock absorbing seat post, which is an auxiliary member placed back of the regular seat mast. This device appeared on last year's models, so that it has had a season's test, and still is retained unchanged. Therefore the natural inference is that it has qualified. Stock has been ordered and is coming through for 2,000 machines, of which 400 will be twins, and the remainder, singles.

SCHICKEL.

Schickel Motor Co., Stamford, Conn.—One machine; a 5-horsepower single.

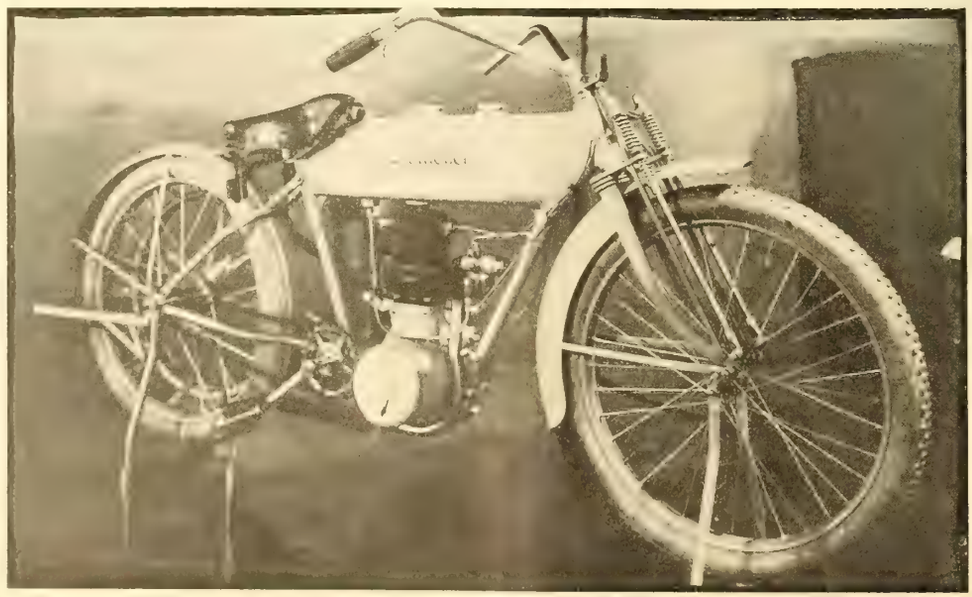
Representing the Factory—R. M. Hillas, L. J. Carling, H. J. Krackowizer.

Changes or New Features Since Last New York Show—None.

Some Features of Which the Makers Are Proud—No valves, no cams, no springs, no tappets, no gears, is the Schickel slogan, for the motor is of the two-cycle, or explosion every revolution type. It has less parts than any other motorcycle engine marketed in this country, so simplicity rightfully may be said to be its cardinal feature. It has but one flywheel, which is a drop forging, the crankpin and main shaft being integral. The shaft ride in ball bearings.

The ignition system bristles with novelty. The Eisemann instrument is housed in a right extension of the motor base, and the spark timing is secured by rocking the magnets within a limited are on the armature, a system which produces a maximum spark at any point in the range. The armature drive is through a banjo shaped steel spring disc, coupled to the crankshaft, dispensing with gears.

Although the tank-in-the-tube style of



SCHICKEL HAD ITS DISPLAY IN THE COLISEUM GALLERY

frame is used, the similarity ends there. The upper member is an aluminum casting, which is poured around the tubular member of the frame. There is but one compartment in the tank, the gasoline and oil hobnobbing continuously, in a fixed proportion. They enter the motor together, and then separate and perform their work. However, they soon reunite in the exhaust passage, so are not long separated.

Idler control of the flat belt produces the desired free engine effect, but the method of control is original. A twist grip with stay set mechanism, permits of the belt tension being regulated to any degree, and more gradually than with a ratchet control. The Schickel plant will produce 600 machines this season.

PIERCE.

Pierce Cycle Co., Buffalo, N. Y.—Four machines; three singles, one four-cylinder.

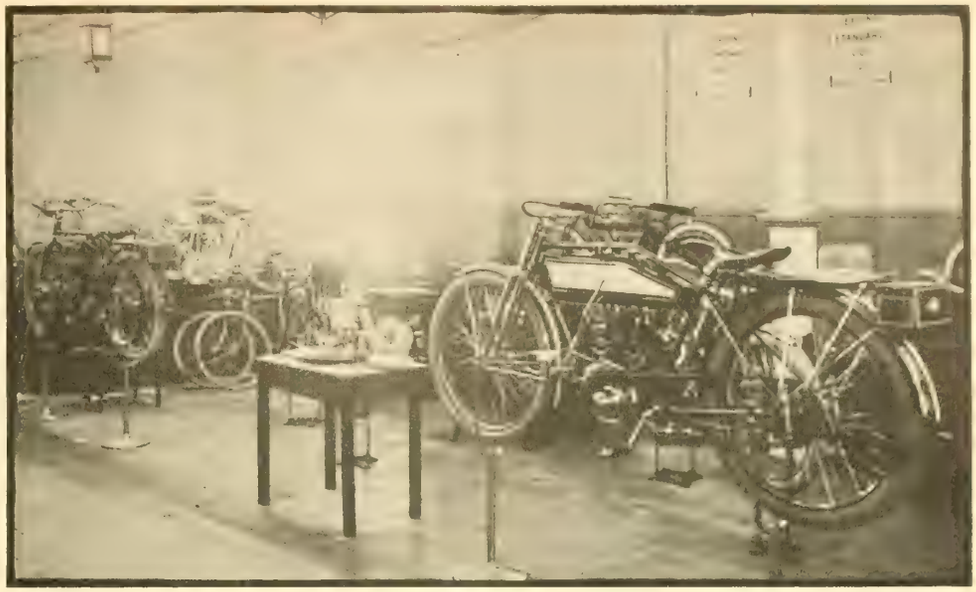
Representing the Factory—W. A. Johnson, E. R. Durkee, Elbert Jenkins.

Changes or New Features Since Last New York Show—None.

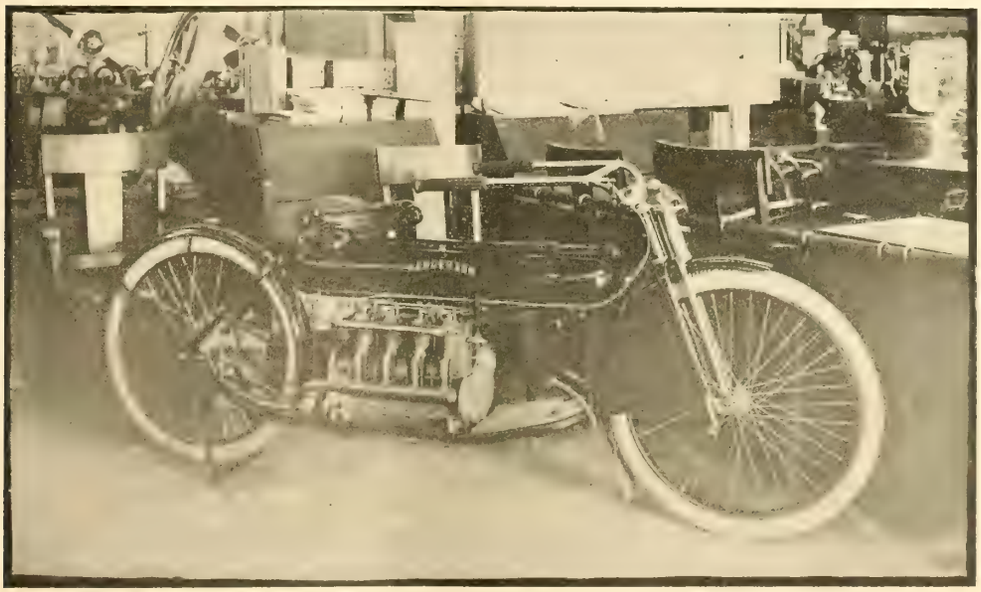
Some Features of Which the Makers Are Proud—Descended from automobile lineage, it is but natural that the Pierce line should incorporate a model highly seasoned with motor car mechanical spices. It was the first American machine with four cylinders and shaft drive, and also the father of the tank-in-the-frame construction. The motor is a small replica of the car engine, even to the mechanical valves, T cylinders, magneto distributer, ignition buss-bar, outside flywheel and gear driven oil pump Continuing the comparison, the Pierce "four" also has the multiple disc clutch, sliding gear transmission, shaft drive, long wheelbase and double brakes, features all common to automobiles.

A great deal is heard of long stroke engines in the automobile field these times, and the very general adoption of this construction in various ratios, indicates that it must contain some advantages. The Pierce single is one of the longest stroke motorcycle engines built, which accounts chiefly for its remarkable pulling power at low speeds. Exclusiveness is found in the roller bearings on the connecting rod "big end" on the singles, the bearing casings being made of drawn nickel steel. Tests of these bearings for 10,000 miles are claimed to have disclosed no wear.

In respect to general frame and fork construction, both the "four" and the single, are alike, but in power plants and drives, they, of course, differ widely. Automobile influence again is discovered in the use of Vanadium steel in the forks, the springs being so combined as to provide a hygienic cushion. To the average rider, it might appear immaterial whether cylinder head flanges were horizontal or vertical, but the Pierce people claim that the latter give 75 per cent. increased radiating surface. So they use the upright flange. They also use one inch handlebar tubing, instead of the customary ⅞-inch bar. Greater factor of safety, of course. How many Pierces will be built in 1912? Present schedules call for 1,500 machines, of which 1,000 will be singles.



READING STANDARDS MADE A REPRESENTATIVE DISPLAY, INCLUDING BICYCLES



THE FOUR-CYLINDER HENDERSON ATTRACTED UNLIMITED ATTENTION

NEW ERA.

New Era Auto-Cycle Co., Dayton, O.—Two touring machines; one delivery van.

Representing the Factory—C. B. Hull, C. W. Mason, R. R. Hill, C. E. Way.

Changes or New Features Since the Last New York Show—In the adoption of a rear axle of a knockout type, this construction now practically universal in front axles, is brought to a logical completion. Its advantages already conclusively demonstrated, in its forward application, are even greater when incorporated in a rear axle, where occasion arises for removal of the wheel much more frequently. The casting of an extension shield on the motor base to partly encircle the motor drive sprocket and chain, and protect the rider from oil, and from risk of having his clothing become entangled in the mechanism, is a refinement whose worth needs no argument to convince. To secure a more gradual and softer clutch engagement, the clutch toggle actuating cone has "stepped" faces, so that it can be slipped or engaged and disengaged to a selective degree, similarly to the selection of a desired gear ratio in a two-speed. Greater accessibility to the carbureter is obtained by the adoption of a longer inlet pipe, bringing the mixing apparatus well below the saddle. A metal barrel oil pump, built into the oil tank, supersedes the external device with glass barrel hertofore used.

Some Features of Which the Makers Are Proud—Four years ago, when it made its debut in the motorcycle arena, the New Era was equipped with a clutch and two-speed gear, being the first American machine to embrace these features. It is with

The Biggest Day

TODAY (February 2d) we reached the high water mark for a single day's business, receiving orders for machines more than enough to make two full carloads, all for immediate shipment.

In addition to this, we received eleven contracts covering a total of 62 machines, from new dealers who never handled the Harley-Davidson before.

We just returned deposits to three dealers whose letters reached us too late, we having closed up the agency with some one of their competitors just previous.

From one town in South Carolina, Camden, we just received letters from three dealers who all wanted the Harley-Davidson agency. Of course only one dealer got the business. His two competitors we were obliged to turn down.

We were obliged to turn down a dealer in Putney, Ga.—he was too late—his competitor is now selling Harley-Davidsons.

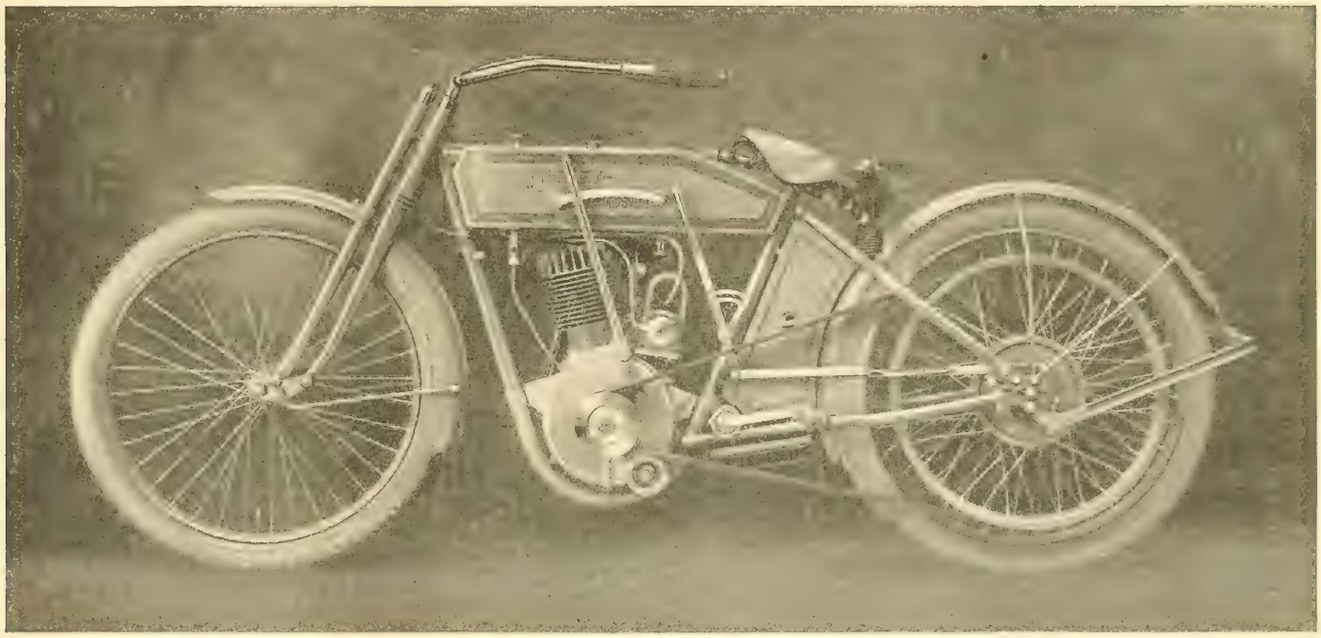
In Scandia, Kans., and in Charleston, W. Va., others have come too late.

At Palco, Kans., two dealers sent deposits the same day. We had to return one. It came just four hours too late.

In none of these towns were Harley-Davidsons ever sold before.

HARLEY-DAVIDSON MOTOR C

y in Our History



Today's mail brought 606 inquiries from people who were sufficiently interested in the new Harley-Davidson to write for a catalog. Besides these regular inquiries we received letters from 33 dealers requesting an agency proposition.

Mr. Dealer, if you want to sell motorcycles this year that will stay sold, if you want to make a better profit from your business by selling more machines than your competitors, we urge you to visit the factory building your machines and see for yourself whether they are running half time taking an inventory of old 1911 left-over stuff, or whether they are working two shifts, night and day, building real 1912 motorcycles to take care of their dealers when the busy season comes.

We always deem it a pleasure to take our dealers, or other dealers for that matter, through our factory and show them just how Harley-Davidsons are made.

OMPANY, Milwaukee, Wisconsin

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HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wisconsin

pardonable gratification that the makers have noticed the steady growth in popularity of these devices, which they were the first to offer. Easy starting is an important essential of a machine which pretends to reflect the very latest practice of present day motorcycle design, and in the New Era possession of this accomplishment is certified by the use of a special Bosch magneto, and a quick priming device leading from the carbureter to the inlet pipe. The magneto is claimed to give a maximum spark at 55 revolutions with the circuit breaker fully retarded. Priming is accomplished by turning a faucet which admits a charge of gasoline in the inlet passage directly at the valve cage.

Simplicity and maximum efficiency are gained by utilizing the magneto gear train to actuate the valves, the two central gears which usually run idle, carrying integral forged cams which trip the valves, dispensing with the usual magneto driving spur gears. This is an exclusive New Era feature, each gear of the train performing primary function. The use of a roller bearing on the lower end of the connecting rod, the rollers floating in a retainer between the crank pin and rod ring inner wall, provides a long lived surface at this vital point.

Large automobile type roller bearings also are used in the rear hub, and the use of a large cone clutch, leather faced, insures a high percentage of power delivery to the gearset. The application of a cooling fan to the delivery van renders it immune from overheating ailments, and confers on the motor the ability to withstand sustained low gear work in warm temperature successfully. "Holding the road," is one of the accomplishments which the New Era is claimed to possess in high degree, due to its low center of gravity, and low saddle position, the latter it is asserted being closer to the ground than the saddle on any other motorcycle. The 1912 output is set at 1,500 machines, of which 600 will be delivery vans, and the remainder pleasure models of characteristic type.

POPE.

Pope Mfg. Co., Hartford, Conn.—Three machines; all singles.

Representing the Factory—F. W. Starr, M. G. Littlefield, G. A. Carey, H. M. Musselman.

Changes or New Features Since Last New York Show—With the lengthening of the stroke 5-16 of an inch, the Pope has graduated to the four-horsepower class, and hereafter will rank with the "big singles." Its taking on of more power naturally renders it a more attractive "buy," the while divesting it of the more or less desirable distinction of being the lowest powered machine on the market. The revised cylinder dimensions are 3 x 3 11-16. Price revision downward also has been effected, the reduction amounting to $10, and recasting the list figures to $165, making the machine the lowest priced "four" single in the field. While a Breeze carbureter is standard, the Schebler will be offered on option. The Eclipse clutch remains in the category of extra equipment.

Some Features of Which the Makers Are Proud—In these days of catchy selling slogans, the Pope is the one motorcycle which is entitled to be called "the dollar a pound motorcycle, with 16 ounces of value to the pound." With tanks loaded it tips the scales at 165 pounds, and tips the checkbook for $165. The ratio of power to weight being higher than in any other machaine, the cost of maintenance should be unusually low, a factor which cannot well fail to appeal strongly to the purchaser who considers upkeep cost.

As a runabout for city use, the simplicity, lightness and sprightly appearance of the Pope, together with its economy of operation, makes its candidacy for this service unusually strong, although it by no means is unequal to the more strenuous demands of cross country work. In design it is remarkably simple and compact, traits which are apparent at first glance. The liberal use of forgings, and these always imply strength, naturally conduct to extended durability of the whole structure, when employed in a light weight vehicle, where racking and other accompanying stresses are inflicted to a lesser degree than in a heavier machine.

FLANDERS.

Flanders Mfg. Co., Pontiac, Mich.—Three machines; all singles.

Representing the Factory—H. Van Deusen, G. H. Squier, P. C. Bowmen, B. C. Bradford.

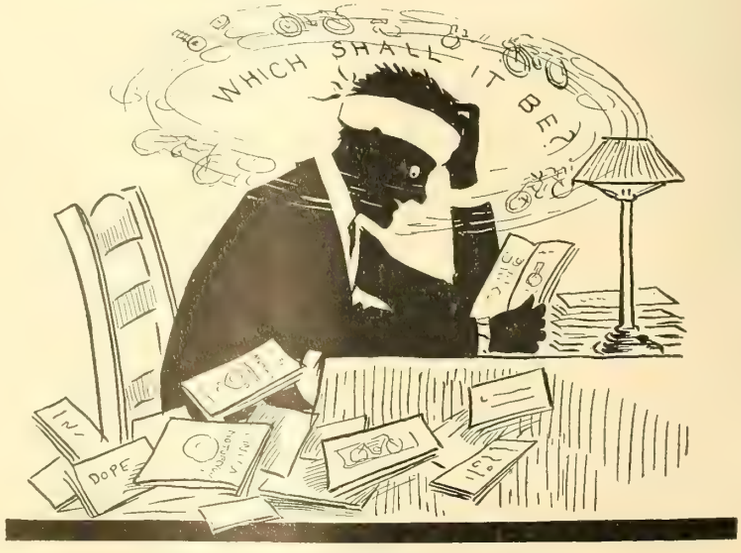
Changes or New Features Since Last New York Show—Eclipse clutch new standard equipment at list price.

Some Features of Which the Makers Are Proud—Despite the low price of the Flanders the makers call attention to their equipment as being standard, and on a par with that of higher-priced machines. This statement is made in support of the contention that the quality of the machine throughout is of the same high standard. The Flanders people take particular pride in having caused the wholesale and unprecedented reduction in motorcycle prices, which followed the offering of the Flanders at $175. Rumors of contemplated further reductions are vigorously denied.

In the mechanical realm, simplicity is a cardinal virtue, as exemplified by the use of an automatic carbureter, claimed to be fool-proof, the synchronization of the throttle and oil feed, to furnish ample lubrication in proportion to the motor speed automatically, and the "clean" appearance of the power plant, as regards promiscuity of nuts, screws and rods. Each motor is given a block test, where it must show a brake rating of 4¼-horsepower before being passed. Each machine also undergoes a road test in fully assembled form, when all final adjustments are made, in order that unskilled experiment may be avoided.



THE CATALOGUE FIEND



THE MOTORCYCLIST

SHOWLETS THAT FLUTTERED ALONG THE AISLES

Exclusive representation for Excelsior motorcycles in Fort Wayne, Ind., has been placed with the Fort Wayne Machine Company by the Oberwegner Motor Company, Toledo, O., who are general distributors for that territory. The contract specifies an initial shipment of 25 machines.

W. H. Whitesell, of Los Angeles, who deals out Excelsiors to Angelenos from carload shipments, was to be found at the Excelsior booth. There are whispers that he will take on another leading line soon.

Indianapolis was represented by Gus. Habich and A. C. Byerly. Habich sells Thors, and is the father of the Gus. Habich annual Thor joy ride, which includes a rendezvous to the banks of a quiet stream in the suburbs, where Time is turned backward several years temporarily, and the penalty for not enjoying oneself to the limit is a stiff one. Byerly is ready to sell an Excelsior at any hour of the day or night, every day in the year, and the number which circulate in the Speedway City indicates the success of this "never closed" policy.

A. G. Chapple, ex-racing man and traveler for the Merkel interests, has joined the Flanders forces. At present he is at the factory in Pontiac, Mich., "brushing up" on how a Flanders is built, and when he completes his education he will again take up selling.

The big banquet which the North Shore Motorcycling Club proposed to give to the trade and out of town riders, during show week, was abandoned. The cost was found to be greater than at first supposed, and financial support was not forthcoming to the extent expected.

It was a dealer's show as usual. They flocked in droves from all points in the Middle and Far West. The confirmation is to be found in the makeup of the Thor junketing party.

From Cleveland came John Zucker, who is on the staff of the Casino Cycle & Supply Co., agents for the Thor and Excelsior. He had with him a little book of Cleveland motorcycle registrations, which he said showed that the Casino line of machines enjoyed a larger sale than any other dealer's assortment. He said further that his house had contracted for 500 machines for this season, and that orders already were placed for 75. His observations show that as far as his house is concerned the amount of business already closed and in sight at the present time, far exceeds that of any previous year.

The Humboldt Motorcycle Club, of Chicago, will hold its first informal social and terpischorean party at Occidental Hall, Madison street and Sacramento boulevard, Saturday night, February 24. A mysterious "Motorcycle Mike" is billed as the headliner of the evening, although his specialty is carefully concealed. The club has a membership of 50, practically all of whom are F. A. M. members.

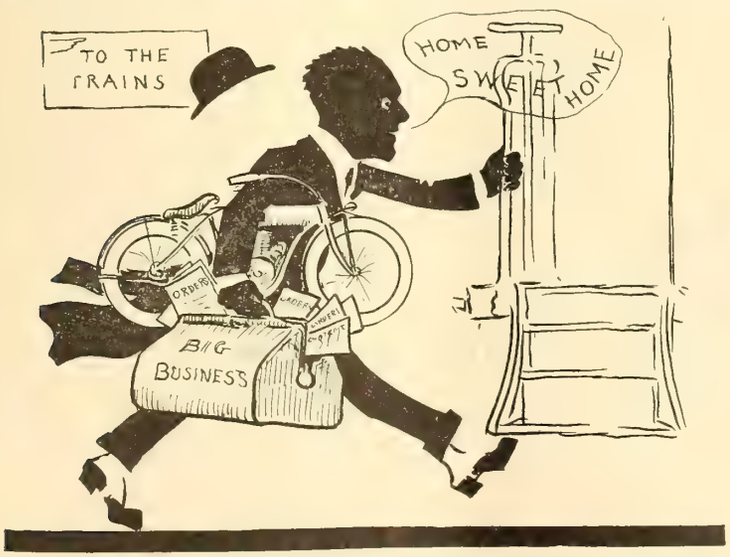
John Sink, formerly of Indianapolis, who is well-known as a promoter, racing man, dealer and club organizer, is at it again. Sink breezed into the show for a couple of days, and incidentally let it be known that henceforth his address is Evansville, Ind. He is going to talk Thor and Harley-Davidson for G. A. Beard & Co., local agents, and incidentally plans to keep his versatility running smoothly by organizing a club, affiliating it and promoting a few race meets now and then. And by the way, he has a few road race ambitions which he plans to realize on when the market is right.

C. H. Shwab & Co., Cedar Rapids, Ia., have been appointed distributors of Pierce motorcycles and bicycles for the eastern half of the State.

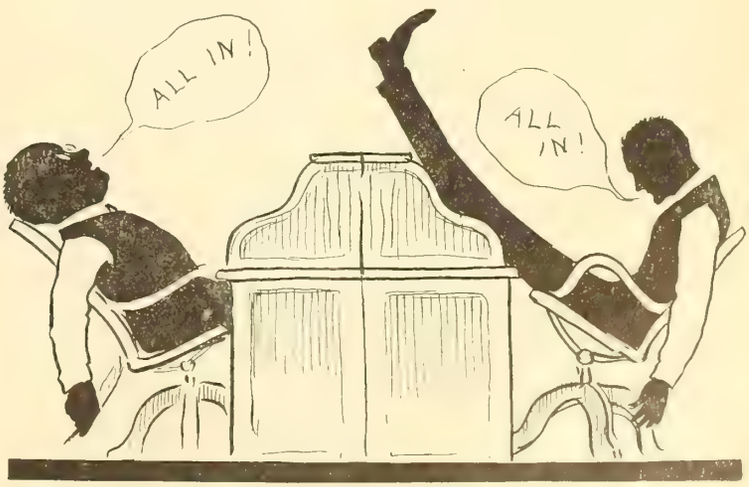
Short show visits are one of Walter Davidson's specialties. He came in from Milwaukee Monday, feasted on the show for a few hours and then scurried back to the factory. Incidentally, Walter never cared much about a New York show anyway.

Sales Manager W. A. Johnson, of the Pierce Cycle Co., stated that this show was the best the company ever has experienced from a business standpoint. Dealers have flocked in from as far South as New Orleans, as far West as Montana, and hundreds of towns between. More dealers attended the show last week than in any previous year.

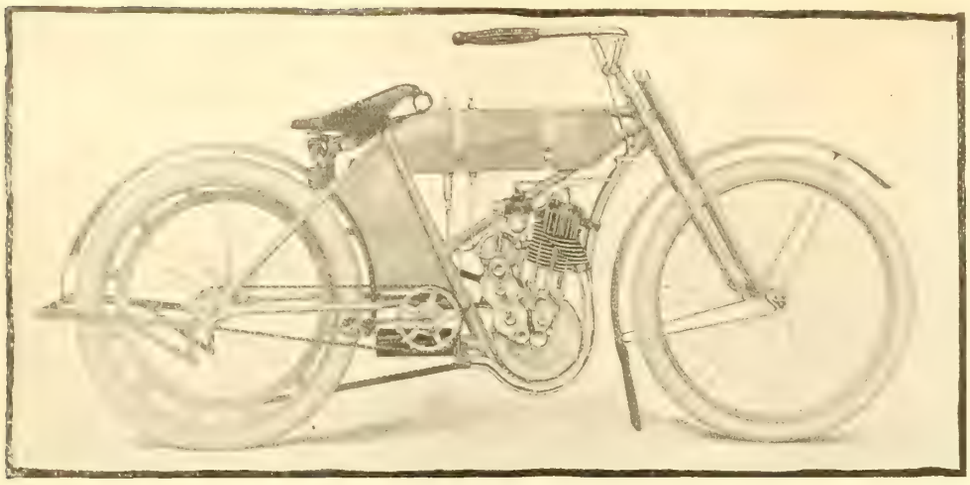
That independent show ghost was stalking again during the week. There was a great deal of dissatisfaction under the surface apparently, because of the treatment accorded the motorcycle exhibitors in regard to space arrangement and decorations. Will they stand for it another year?



THE MANUFACTURER



YE EDITORS



1912 WAGNER, FIRST EXHIBITED AT CHICAGO SHOW

Although Wednesday was "sassiety" day, and it cost a dollar to get in, the attendance was fair in the motorcycle section. However, no struggling hordes exchanged more or less hard dollars, to gaze at trucks.

One wag remarked that the Coliseum decorations reminded him of a Chinese joss house, minus the odor of incense. The aroma of fresh paint on the cars was a strong substitute.

Think of a motorcycle salesman spending Sunday with a dealer friend, who handled a line which that salesman used to represent, and finding two prospects nibbling at the dealers bait, pitching in and making two sales of a rival machine for that dealer. That is brotherly trade love in its sublimest form. The dealer hasn't recovered from the shock yet, for he had been trying to land the fish himself for weeks.

C. A. Leander, the well-known endurance rider, will manage Branch No. 5, which the Edwards-Crist Mfg. Co., local agents for the Indian, will establish. It will be located at 4350 Evanston avenue, at the corner of Sheridan road, and will commence business February 12.

There was a big ripple when the new Minneapolis twin was announced, for the secret had been well kept, and few looked for an addition in this family. The power plant will be the Spacke 10-horsepower engine, making the newcomer the highest rated twin in this country. The drive will be by flat belt.

TO OUR READERS.

Owing to a miscarriage of mail, a number of the descriptions of exhibits at the Chicago Show will have to be omitted from this issue. These missing descriptions, if not found, will be duplicated, and published next week. In the meantime, the indulgence of our readers is asked for the omission, which at present writing is unavoidable.

Successful Indoor Races at Buffalo.

Buffalo, Feb. 5.—Last evening the monthly games of the 65th Infantry Athletic Association drew a big house despite the fact that a young blizzard precipitated itself upon this devoted city in the afternoon and did not let up till after nightfall. About a dozen amateur bicycle riders came over from Toronto to represent Canada, and they made a fine showing, considering the fact that their flat-floor experience was practically nil. There was a large entry of Buffalonians despite the fact that a few disgruntled "stars" wanted to dictate terms to the promoters, which were turned down.

In the one mile handicap, Walter Andrews, the Canadian champion, rode his heat in 2:19, within one second of the indoor track record for the distance. In the two-mile handicap Andrews was riding in winning form when his chain broke. Summaries:

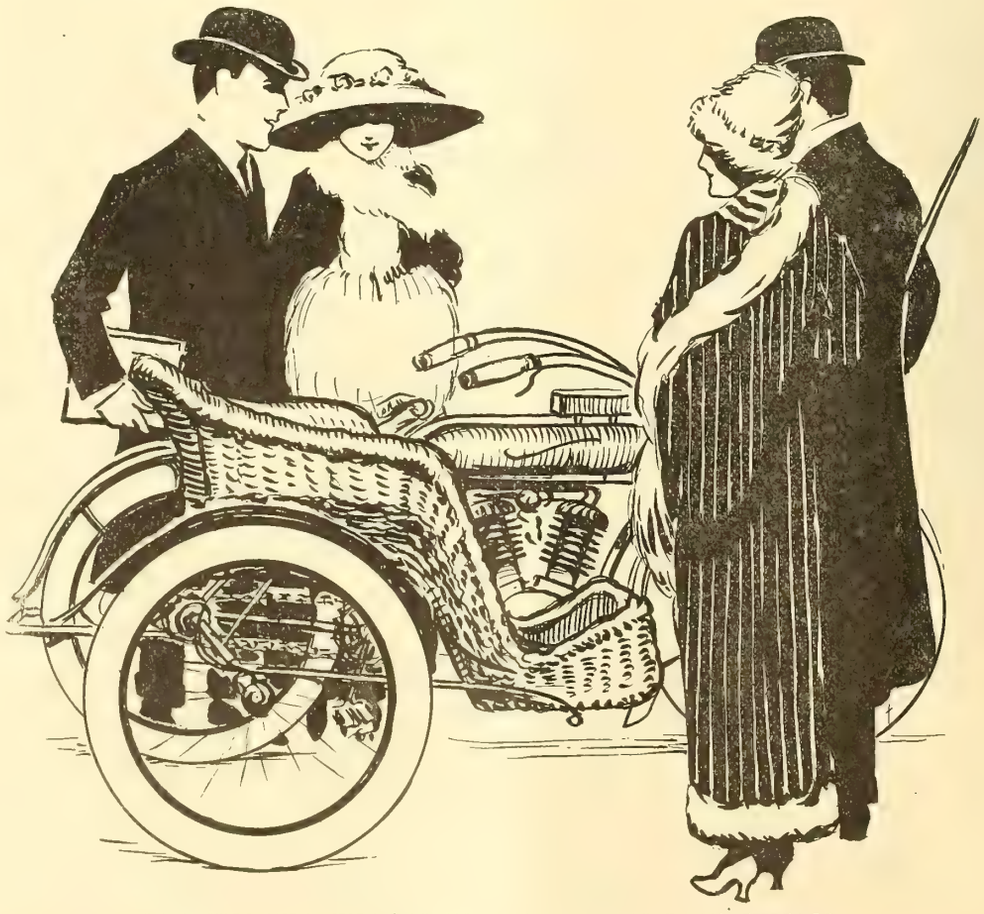
One mile open—Final heat, won by H. M. Gastle, Royal Flyers; second, J. A. Kraus, St. Michael's A. C.; third, U. W. Gerrie, Royal Fliers; time, 3:03⅘.

Two mile handicap—Final heat, won by F. B. Scott, 65th Inf. A. A.; second, W. C. Penseyres, unattached; third, A. L. Bolbre, North Oaks; fourth, J. Muchibauer, Milton A. C.; time, 4:57.

One mile handicap—Final heat, won by W. C. Penseyres, unattached; second, Walter Andrews, Toronto, scratch; third, A. L. Bolbre, North Oaks; time, 2:16⅖.

Sweden Now Has a Board Cycle Track.

Cycling as a sport and pastime now appears to have obtained a firm hold on public favor in that far north country, Sweden, on which all eyes of the sporting world will be focused for some time to come, due to the location there of the Fifth Olympiad; the particular interest in cycling is evidenced by the enthusiastic capacity crowds attending each meet of the recently completed indoor bicycle track at Helsingborg, the first track of the sort to be erected in Sweden, and so far as known the first north of Germany.



STUDYING THE FINE POINTS OF THE SIDECAR AT CHICAGO

Latest F.A.M and Club News.



WESTERNERS RECEIVE CERTIFICATES

Seventy Contestants in Run to Buffalo Assembly Sent Honorariums—Excels Eastern Contingent in Numbers.

Tourmaster P. B. Whitney, of Chicago, who had charge of the Western Tour to Buffalo, at the time of the 1911 F. A. M. National Assembly, has reported to Secretary Gibson, the names and addresses of those participants who are entitled to receive F. A. M. certificates. The list totals 70 and is as follows:

S. T. Barlass, Chicago.
Henry Jacobs, Chicago.
S. W. Nicholson, Chicago.
C. S. Hinckley, Aurora, Ill.
Paul E. Kottowlski, Indianapolis, Ind.
Edward Schadde, Chicago.
P. A. Heierman, South Bend, Ind.
Lynn Jordan, Wilmette, Ill.
Emil Perkowitz, Evanston, Ill.
R. T. Lantz, La Grange, Ill.
Sam Brown, Chicago.
M. A. Held, Chicago.
C. J. King, Lewiston, Ill.
H. Bernard, Oak Park, Ill.
J. R. Kief, Chicago.
H. Dimke, Toledo, O.
A. Weitzman, Detroit, Mich.
E. L. Russell, Detroit, Mich.
A. F. Gregor, Detroit, Mich.
A. R. Oberwegner, Toledo, O.
S. J. Chubbuck, Toledo, O.
E. H. Tracey, Cleveland, O.
D. E. Miller, Detroit, Mich.
J. J. Blank, Akron, O.
B. A. Waltz, Akron, O.
G. W. Williams, Lorain, O.
R. Bouton, Lakewood, O.
A. J. Lewis, Alliance, O.
R. T. Phillips, Conneaut, O.
R. E. Underhill, Glendora, Cal.
J. C. Hosman, Chicago.
W. W. Ingram, Rutland, Ill.
Alfred Born, Chicago.
W. G. Lauterbach, Mendota, Ill.
N. T. Back, Chicago.
F. M. Reder, Chicago.
J. Sperepoulos, Pullman, Ill.
George Kohlhardt, Cudahy, Wis.
E. L. Drummond, Chicago.
P. E. Haller, Chicago.
H. P. Reynolds, Chicago.
A. H. Crocker, Chicago.
F. A. Wilhelm, Chicago.
Frank Ollerman, Milwaukee, Wis.
George Puls, Milwaukee, Wis.
O. Persons, Chicago.
Roy Bowser, Chicago.
J. R. Purdy, Chicago.
R. A. Croon, Rockford, Ill.
A. L. Johnson, Rockford, Ill.
Axel King, Rockford, Ill.
Alvy Anderson, Rockford, Ill.
Walter Davidson, Milwaukee, Wis.
P. B. Whitney, Chicago.
W. C. Beaman, San Francisco, Cal.
R. W. DuSell, Aurora, Ill.
Edward Harmer, Kenosha, Wis.
R. D. Wickwire, Chicago.
E. C. Marquard, Burlington, Ia.
H. H. Huntsbery, Cleveland, O.
H. W. Cuddington, Peru, Ind.
Albert Hanson, Kansas City, Mo.
Thomas Monroe, Chicago.
C. A. Carpenter, Milwaukee, Wis.
George Hedges, Chicago.
H. R. Hedges, Chicago.
G. H. Crocker, Chicago.
Charles A. Wellman, Chicago.
J. H. Posson, Grand Rapids, Mich.
Roy O. Chipman, Grand Rapids, Mich.

Annual Ball of the Rochester Club.

Rochester, N. Y., Feb. 5.—At a meeting of the Rochester Motorcycle Club, held January 31, Dr. Clint W. La Salle, vice-president of the Atlantic District, F. A. M., was elected to honorary membership. The annual ball was held the Tuesday evening previous at Valmont Hall. The hall was beautifully decorated, and the dance card was in the shape of a motorcycle wheel with a club monogram as a hub. Over 100 couples enjoyed the occasion. President Jos. A. Ochs, George J. Wagner and Frank E. Dublin constituted the committee in charge.

Motorcyclist Recovers Damages.

Toronto, Feb. 5.—Seriously burned by a deadly fluid which had spilled from a wagon preceding him up the street, when his machine skidded, throwing him into the acid, Alex McLean, of the Toronto Motorcycle Club, was, last week, awarded $900 damages by the Jury Assize Court against the Taylor Soap Company, whose wagon was responsible for the accident. The defence was that McLean had fallen because of traveling at too high a speed, but this was not proved.

NEW MEMBERSHIP NUMBERS 2,351

Semi-Annual Summary of Chairman Estabrook Shows Net Gains of 891—Something About Dr. B. J. Patterson.

Membership gains for six months of the F. A. M. fiscal year, as tabulated by Chairman Estabrook of the membership committee, are compared with the corresponding months of 1910, which was then the biggest thing in the organization's history. The comparison, under the general head of new members follows:

1910.		1911.
August	328	592
September	242	557
October	193	332
November	217	235
December	249	233
January (1911)	231	(1912) 402
	1,460	2,351

Chairman Estabrook, in his weekly bulletin, further says that the F. A. M. is indeed fortunate in having at the head of the Central District, a man like Dr. B. J. Patterson. The doctor's executive "bump" along several well defined lines must be pretty well developed, as his organization work along several lines would seem to prove. In addition to carrying on the district organization work in a successful manner, the doctor actually goes out after individual members—and gets them—while he follows up all requests from his district which come to him through the chairman of membership committee.

Then there is the detail work in connection with the great Short Grass Tour which will eclipse anything ever attempted in tours as confined to motorcycles, and the plans and actual arrangements are now in a very advanced state—in fact, complete with the exception of two or three details. Members of this tour will have the honor of being addressed by at least the governors of two States, while in others, it is probable that they will participate in some State good roads conventions, which will be addressed by the Governor and other leading men.

The doctor puts in two nights per week in training his band of 50 men and they are now frequently giving fine concerts in Pratt and vicinity. Being a fine musician,

the doctor also plays in the church choir twice weekly, in addition to practice, while his duties as railway surgeon for the Rock Island R. R. also take up some of his time in connection with his professional practice. There are a few other minor things which take up a little of our friend's time such as conducting an agency for three of the leading motorcycles.

And now, finding time hanging a little heavy on his hands, he has organized the Pratt Motor Club, or rather the Pratt division of the Short Grass Club, and this will have about 30 members in the course of a month or two.

Frequently, some of the chairman's good friends and correspondents change their base of operations and this is always a signal for renewed activity. This time, it is E. Frank Winfield, recently located in Grand Junction, Colo., and he positively cannot be happy unless he is well mussed up with local motorcycle affairs, and doing work in the interest of his favorite sport and the F. A. M. May the fates elect that he shift often and always be the gainer thereby.

Millstone, N. J., is still grinding out prospects for a new 100 per cent. F. A. M. club, and B. M. Dooley is duly on the job as head miller.

Time is advancing and Secretary Gibson wants the list of names and addresses of repair men to be complete for publication in his booklet as soon as possible. Such new or old shops as take out certificates in the meantime, will be added to the list up to the last minute before going to press, but no new list will be published until another year.

There are now approximately four weeks in which repairmen can take advantage of their opportunities and list their shops, and it is earnestly desired that they do so at once.

Registrations of repairmen for the week ending February 2 are as follows: Julian Mfg. Co., Troy, O.; Joseph Kegal & Co., 445 Galena avenue, Freeport, Ill.; Powell Bros., 67 North Market street, San Jose, Cal.; Polier & Walby, 214 Jefferson street, Portland, Ore.; T. T. Hause, Excelsior Garage, 1022 Oak street, Napa, Cal.; L. E. Stair, 113 South Main street, Mitchell, S. D.; F. U. Buchanan, 229 Bedford street, Johnstown, Pa.; A. W. Erpenstein, 120 N. Hamilton street, Saginaw, W. S., Mich.; W. S. Gibson, 4239 Frankford avenue, Frankford (Philadelphia); C. U. Fisher, 403 Broadway, Louisville, Ky.; Angus M. McMaster, Main street, Sleepy Eye, Minn.; L. C. Notbohm, Rome, Wis.; Hagedorn & Webster, 206 East Jefferson boulevard, South Bend, Ind.; Higginbotham & Douglass, 132 Genesee street, Waukeegan, Ill.; C. H. Becker, 210 Eighth street, Haquiam, Wash.; Howard D. Ingalls, Scottsville, N. Y.

Oaklanders' Transfer Membership Plan.

Oakland, Cal., Feb. 3.—With the view of obtaining their opinions on a transfer card system, whereby a member of a club changing his residence from one town to another, may still be a member of a club, the Oakland Motorcycle Club is corresponding with the other motorcycle clubs of the State. The object is to formulate a plan whereby any member in good standing, whose dues are paid up to date, can be transferred from one club to another without paying another entrance fee. One of the provisions is that the party applying for transfer is a member of the F. A. M. and of good moral character.

The plan appears to be meeting with favor, the San Francisco Motorcycle Club having started the ball rolling by giving its assent through a special committee, which had a conference with the Oakland club officials.

Tandems are popular in the club runs, as will be seen by referring to the photograph on this page of a recent run of the Oakland Motorcycle Club. The run was to Mission San Jose, 30 miles away, where dinner was eaten, after which a number of side runs among the hills was enjoyed before the return trip.



START OF RECENT RUN OF THE OAKLAND (CAL.) MOTORCYCLE CLUB TO SAN JOSE

Marylanders Feast and Enjoy Themselves.

Baltimore, Feb. 6.—The unkind attitude of Jupiter Pluvius since the first of the year was entirely forgotten by the members of the Maryland M. C., when they gathered around the festal board at their annual banquet at the New Howard Hotel, last Wednesday evening. Forty of the riders sat down to enjoy the delectable feast provided by Epicurus, while during the time they took in consuming the delicacies placed before them, Bacchus, in the form of Samuel H. Congdon, had procured a list of revelers, who assisted nobly in making the occasion a lively one and long to be remembered.

The paucity of speakers was noteworthy. Toastmaster Frank O'Boyd, president of the club, had absolutely nothing to do but grace the head of the table. No opportunity was provided for a burst of oratory. Local talent furnished the entertainment feature, and there was singing, dancing, juggling and whistling. The most remarkable part of the affair is that it was over before midnight.

The first big event on the program of the Maryland M. C. is an endurance contest for Baltimore and Washington riders, plans for which are already under way. The route will be from this city to Westminster, Hagerstown, Frederick, Ridgeville, Washington and back here. The going will be stiff at some places and the entrants will be kept on their mettle. The date has not been set but the race will come off during the early part of the spring. There will be some handsome prizes.

Tandem Law Unaltered in Washington.

Washington, D. C., Feb. 5.—Whether motorcyclists in Washington may ride tandem or not is a question that has been provocative of lengthy discussion in the press, action in the police courts, and also of several serious accidents leading up to this state of affairs, and the outcome was that a short time ago a regulation was passed by the commissioners to the effect that two persons must not ride on a motorcycle built to carry but one. Strong pressure has been brought to bear to have this regulation rescinded or at least materially modified, but during the past week, and after a hearing had been given to representatives of the National Capital Motorcycle Club, it has been decided that the regulations will remain as they are.

These regulations permit two persons to ride at the same time on a motorcycle, provided the machine is built and equipped for that purpose, and is of the proper tandem construction. All persons desiring to ride such machines, however, must submit them to an inspection board of the Police Department, and if it is found that they come

up to the requirements, permits will be granted to the applicants. However, since that board was formed only four such permits have been granted. The requirements call for an extra seat on the motorcycle, at the rear of the rider, to be equipped with a spring and handlebars, also a footrest, the appliances to be of rigid construction.

Chesapeakes Plan 250-Mile Run.

Baltimore, Feb. 6.—Unable to get out on the road the members of the Chesapeake M. C., the newest organization in this city, are laying plans for the coming season. Weekly meetings are held at the recently acquired club house. The first event on the program for the season will be a run to Annapolis over the new boulevard some time in March. An endurance contest of 250 miles is down for July. A time limit of 12 hours has been set, but the course has not been decided upon. The club figures on having not less than 50 contestants in the race. Other runs and races will be planned as the season advances. Regular Sunday runs will be called as soon as the weather permits.

As an incentive to interest the men in the club a silver loving cup has been offered to the member who regularly attends the meetings of the organization; a gold medal will be given to the one attending the most called runs, while a $5 gold piece will be presented to the member who brings in the largest number of applications for membership during 1912.

Toronto Motorcyclists Have Rousing Time.

Toronto, Feb. 5.—Despite stringent boxing laws, recently adopted, the Toronto Motorcycle Club was able to stage a rousing smoking concert on Wednesday evening, January 31, when riders and their friends to the number of 300 hit the pipe for a peaceful(?) three hours. A lengthy program of boxing, wrestling and music was put on, the best artists in the city being engaged for the occasion. A dozen mitt mixers hooked up for the bouts, while a wrestling match at catch weights lasted 13 minutes. Musical numbers were provided by high-class talent. Refreshments in the form of crackers, cheese and "gasoline" were served. At the conclusion of the evening, a dozen riders came forward with applications to join the club.

The side-cars will be in demand on Wednesday evening, February 21, the occasion being the annual "skirt" night of the club. Special ladies' talent is being engaged for this evening.

Georgian's Hold First Club Run of Year.

Augusta, Ga., Feb. 1.—The first club run of the recently organized Augusta Motorcycle Club was held January 28. Although the day was cloudy and threatened rain, 15 of the 50 members of the club reported. The run was held to no special objective point, but a very pleasant ride lasting for half the day was had over the perfect network of good roads of which Augusta is the center. A ride was taken along the historic Sand Bar Ferry road, the motorcyclists making a short stop at the United States Army aviation camp which the War Department is maintaining here. All the boys took a close view of the four governors of that make of machine, the necessity was felt for reorganization, and a consolidation was effected when the new and suitable quarters were secured.

Quaker Citys' First Annual Dance.

Philadelphia, Feb. 5.—Wagner's dancing academy was the scene of the first annual ball of the Quaker City Motorcycle Club, last week. The occasion was a great one for renewing acquaintances with the lady riders, many of whom had not been since the touring season. This is a great tandem town, fully 90 per cent. of the riders using the double-seated machine during the entire summer season.



STATUARY OF THE FUTURE
"Leading the Charge"
From the Newark Evening News.

New Officers Chosen by the Elmirans.

Elmira, N. Y., Feb. 5.—Officers have been elected by the Elmira Motorcycle Club for the ensuing year, as follows: President, Burton Forsythe; vice-president, Robert Weaver; corresponding secretary, Theo. Sayles; financial secretary, Henry Rhoves; treasurer, Arthur Holley; captain, Waldo Allen; first lieutenant, Robert Butts; second lieutenant, Victor Campbell; directors, P. B. Rutan, Dr. W. C. Byrne.

A new pool table was placed in the club rooms a few days ago, and is being well patronized. The club will be represented at the banquet of the Rochester Motorcycle Club on February 22.

New Home for the Terre Hauters.

Terre Haute, Ind., Feb. 5.—Club house plans are completed for the reorganized Terre Haute Motorcycle Club, the committee in charge having reported favorably on leasing a modern home at Thirteenth and One-Half street and Wabash avenue. The club was organized in 1910, and two small rooms on Ohio street were rented. When the lease expired interest waned, and another, the Indian Club, was organized. As this club's members were restricted to rid-

Wandamere Co. Sues Pye and Ling.

Salt Lake City, Utah, Feb. 5.—Alleging breach of contract, the Wandamere Motordrome Company, which owns the motorcycle track in this city, has filed suit in the District Court against Gus Ling and Ernest A. Pye, managers and lessees during 1911, of the Salt Palace bicycle track, to recover damages of $1,700.

It is alleged by plaintiffs that the defendants agreed to hold races at the Salt Palace only on Tuesday and Friday evenings and holidays and that the plaintiff agreed to furnish certain riders. These were furnished, but, it is alleged, the defendants failed to pay for them and failed to live up to the terms of their contract, as a result of which plaintiff lost money.

Montana Motorcyclists Elect Officers.

Butte, Mont., Feb. 3.—Officers were elected by the Butte Motorcycle Club for the ensuing year as follows: President, Leo Benz; vice-president, Michael Cunrow; secretary-treasurer, Joseph Seaker; captain, E. H. O'Brien. Following the election an enjoyable social session and smoker was participated in. The entertainment included several boxing bouts by local amateurs.

Recent Motorcycles Club Elections.

Evanston, Ill., Feb. 5.—At the annual meeting of the Evanston Motorcycle Club the following board of officers was elected for the ensuing year: President, John Jennings; vice-president, Lynn Jordan; secretary, John F. Murray; treasurer, John Leyner.

Richmond, Ill., Feb. 5.—Officers for 1912 have been elected by the Richmond Motorcycle Club as follows: President, Charles A. Tangeman; vice-president, Roy Harvey; secretary, Alva Alexander; treasurer, Elmer Smith; captain, Charles Meyers; first lieutenant, Paul McBride; second lieutenant, Earl Wright; directors, Walter Shute and Frank Oelklaus.

Salina, Kans., Feb. 5.—The annual election of the Salina Motorcycle Club resulted in the election of the following officers: President, Russell Craven; vice-president, Howard Burke; secretary-treasurer, Edward Anderson; captain, Percy Guiler.

Piqua, O., Feb. 5.—Officials of the Piqua Motorcycle Club for the ensuing year, elected at the recent annual meeting are: President, E. E. Huntzinger; vice-president, I. S. Boyer; secretary, Samuel Cain; treasurer, Frank Hemm; captain, E. L. Moore.

Mansfield, O., Feb. 5.—At the annual meeting of the Mansfield Motorcycle Club held last week, officers were elected as follows: President, F. R. Dippman; vice-president, C. F. Williams; secretary-treasurer, C. O. Sister; captain, John Meyers.

STADIUM COMPLETE FOR RACING

New Saucer at Los Angeles Ready For Opening, February 11—Heavy Entry List—Asparagus Gardeners Sue.

Los Angeles, Feb. 3. — Arrangements have been completed for the formal opening of the Los Angeles stadium, just finished by Jack Prince, on February 11, when some of the fastest men in the motorcycle racing game, including Jake DeRosier, will participate. It is expected that the meet will be the most exciting ever held on the Pacific Slope.

Twenty-four men have signed entry blanks for the opening meet, and some new records are looked for, as the new track is said by Jack Prince to be the fastest in the country. Here, for the first time, will be tried out the relative possibilities of the new Indian and Excelsior machines, as 1912 models of both makes are on the ground, in the possession of Seymour and Wolters, the respective factory representatives.

The two machines were brought together at the San Francisco meet, a month ago, but both proved too fast for the track there, and the performances of the two riders were limited largely to their manner of getting away at the start and their skill at jockeying while the race was under way.

Here are the riders who have entered for the opening races:

Joe Wolters, Chicago, star of the Excelsior factory team; Jake de Rosier, world-famous professional, now riding an Excelsior; Earl Armstrong, Denver, Excelsior; Ray Peck, San Dimas, Excelsior; Will T. Samuelson, Salt Lake, privately owned Indian; Theodore M. Samuelson, Salt Lake, Indian; F. Flickenstein, Denver, Indian; Ed. Hasha, Dallas, Indian; John Albright, Denver, Indian; F. E. Whittler, Salt Lake, Merkel; Robert Stubbs, Birmingham, Indian; Arthur Mitchell, New York, Thor; Edward Schwartz, Denver, Indian.

Of Los Angeles riders there are: Bubert Kittle, privately owned Indian; M. J. Graves, factory owned Indian; J. McNeil, privately owned N. S. U. (German), a machine on which Eddie Lingenfelder established many records and crowded the famous de Rosier; Don Johns, 18 years old, recently turned professional, privately owned Indian; David Kinney, privately owned Indian; George Sawaya, privately owned Indian; L. I. Humiston, privately owned Indian; G. A. Jacoby, privately owned Indian; Charles ("Fearless") Balke, Excelsior; Albert Ward, Indian, and Raymond Seymour, members of the Indian factory team.

The builders of the new Stadium and owners of the real estate on which it is situated have been made defendants in a suit brought by three Chinese gardeners, who claim that by the erection of the track a valuable asparagus bed has been ruined. They are seeking damages in the sum of $50,000, and are asking that Jack Prince, Huntley L. Gordon, W. W. Gordon and Mary L. Brassey be enjoined from their project to keep the racing track on the land.

The plaintiffs claim to have leased the land from the Gordons and Mrs. Brassey for a truck garden, which was dug up when Jack Prince began work on the motordrome. The case is to be heard in Superior Court.

Big Meet at Springfield, May 30.

Springfield, Mass., Feb. 4.—Never in the history of the Springfield Motorcycle Club, and it is no spring chicken in years, was there such a large turnout of members as responded to the assembly call at the club rooms Saturday night, February 3, to discuss the proposed New England Quarterly Trials for the coming summer. Local riders are the fathers of the project, and even those members who are not seen at a club meeting from one year's end to another, were on hand to condemn, approve, criticize and suggest.

After prolonged discussion over the rules for the proposed trials, no agreement was reached and the matter has been put in storage temporarily. Some members wanted individual prizes, others single trophies to be competed for, and on classification also there were deadlocks. It seemed as if everyone present had a pet plan as to the way the trials should be held. Finally the discussion changed suddenly when it was suggested that the club substitute for the trials a big race meet on the Stadium on Decoration Day, May 30. This proposition won instant favor and it was taken up and plans tentatively outlined. It is proposed to put on two professional events, the total cash purses for both to total $500. No distance or other details were settled.

Another competitive event which also will have a place on the card is an intercity team race, which was one of the features of the Decoration Day meet last year. However, many new plans have been suggested in connection with improving the conduct of this event, and it is promised that the forthcoming one will far excel its predecessor from a sporting or racing standpoint.

Because of the impending adoption of new competition rules, and the probability that professional riders will be asked by promoters to sign season contracts which will prevent them taking excursions to other meets, the club has left matters open for the present. At the next meeting matters probably will take definite shape, and all pending matters decided so that the work of promoting can go forward. W. A. Kothe was elected to become his successor to the secretarial duties.

TRACK PROGRESS AT INDIANAPOLIS

Plans For a Four-Lap Affair Now Favored by Committee—Another Meeting at Hotel Dennison February 18.

Indianapolis, Feb. 5.—When Jack Prince goes to Indianapolis on February 20 to see about contracting for the building of the board racetrack in the Hoosier city, he will find the motorcyclists ready to talk to him, for a meeting has been called for February 18, at the Dennison Hotel. This meeting will be preceded by a banquet, and all of the Indianapolis dealers and manufacturers, and live motorcyclists who are interested are expected to be present.

The board race track question, which arose at a recent meeting of the Indiana Motorcycle Club, has been the sole topic of conversation for some time here, and now the committee appointed at the first meeting at the Dennison is ready to report. A four-lap track will be erected instead of three laps. This decision was reached by the board track committee, headed by John Merz, for, it is claimed a great deal of money can be saved by building a four-lap circle. Since it has been decided to build a smaller circle, the question of Wonderland Park which was first considered is up again. Wonderland can hold the smaller track, and it is very likely that the old amusement resort location will be given the most serious consideration.

The site near the water works is still in view, and it is also an ideal location for a race track. The Indiana Motorcycle Club has gone on record as saying it will build a club house on the grounds near the track, if the race course proposition proves to be a paying one.

At the Dennison banquet to be held on February 18, the question of reorganizing the Indiana Motorcycle Club will be brought up. At the club's annual meeting held last Saturday, Harry Graff was re-elected president, John Hole was elected vice-president, Bob Sturm was re-elected treasurer, and G. C. Ford was chosen secretary. The board of directors consists of W. Grimes, G. Hurt and E. G. Baker.

The board track proposition will not be taken up by the Indiana Motorcycle Club, but will be engineered by a board track company formed principally of members of the club. Stock is to be sold at $25 a share.

The 200-mile international motorcycle race, it is reported, is to be dropped altogether and all the efforts of the Indiana Motorcycle Club are to be centered upon getting a board track in Indianapolis. If the track is built, motorcyclists want it finished by Decoration Day, the date of the big automobile sweepstakes on the Speedway. It would be a capital idea to give the first race meet the night before, when all the motoring visitors are in the city.

NATIONAL CYCLING ASSOCIATION CONVENES IN FORCE

Fourteenth Annual Gathering Proves to be Largest in Years—World's Championships Here Next Summer Awaken Great Interest—Registrations of Riders Increase Heavily —A Fine Outlook for the Coming Season.

In reality the largest gathering in years in point of personal attendance, and in interest one of the most important ever held, the fourteenth annual meeting of the National Cycling Association, held Tuesday evening, February 6, at the Hotel Bartholdi, New York City, marked off another yearly milestone in the history of bicycle racing in America.

When the veteran president, D. M. Adee called the meeting to order the representatives of the following tracks, and racing associations answered Secretary Van Dyke's roll call: Cycle Racing Association, Inc., operating the Newark, N. J., New Haven, Conn., and Providence, R. I., franchises, Revere Cycle Track Association ,Revere, Mass.; Salt Palace Bicycle Track, Salt Lake City, Utah; Baltimore Coliseum, Baltimore, Md.; 65th Infantry Athletic Association, 74th Infantry Athletic Association, Buffalo, N. Y.; Century Road Club Association, and the Amateur Athletic Union.

Officers for the ensuing year were elected as follows: President, D. M. Adee, New York; first vice-president, Frank B. Mihlon, Newark, N. J.; second vice-president, P. T. Powers, Jersey City, N. J.; secretary, R. A. Van Dyke, New York; board of control, R. F. Kelsey, New York, chairman; district A, Howard G. Reynolds, Boston; district B, Louis Debo, Buffalo, N. Y.; district C, C. R. Klosterman, Baltimore; district D, Charles L. Berry, Salt Lake City, Utah; district E, O. F. Hassemer, St. Louis; American Racing Cyclists' Union, Jos. A. Fogler, Brooklyn, N. Y.; board of appeals, N. E. Turgeon, chairman, Buffalo, N. Y.; C. B. Bloemecke, Newark, N. J.; R. G. Betts, New York; A. G. Batchelder, New York; S. A. Miles, Chicago; Dr. C. G. Plummer, Salt Lake City.

Board of Control Makes Annual Report.

In presenting the report of the work of the Board of Control for the year just closed, Chairman Kelsey submitted the following:

"What must be given precedence ahead of all other subjects, is the matter of the World's Championships, which were assigned to the United States for 1912, at the annual meeting of Union Cycliste Internationale, held at Paris, last February, immediately after the annual meeting of the N. C. A. The championships were applied for by the N. C. A., upon the instance of Messrs. Mihlon and Chapman, of the Newark Velodrome, and they will be run on that track, August 25 and 28, and September 1, of the present year. Mr. Chapman is now in Europe arranging for the entries of foreign contestants, and will be present at the annual meeting of the U. C. I. at Paris, February 10, at that time submitting the program of events that he has arranged for final approval by that body.

"Touching upon the matter of tracks, it is with pleasure that the board records the construction of the new six-lap track at Newark, operating under the Vailsburg franchise, and located immediately opposite the old site of the track, across the street therefrom. The track was opened early in April, and has had a very successful season. It is constructed in the most approved manner, is a model of comfort and elegance considered from the spectators' standpoint, and the board desires to congratulate the owners upon their enterprise and well merited success.

Increased Registration and Olympic Race.

"One of the most hopeful signs of the times is the increase in the number of registered riders in all classes. A total of 85 professionals took out riding licenses, an increase of 21 over the preceding year. Amateurs registering for both track and road numbered 273, a net gain of 39 over 1910, and the increase in road riders was the greatest of all. These riders are registered for road racing only. Last year they footed a total of 382 men, a gain of 107 over the previous year's figures.

"A well defined volunteer movement is on foot to raise funds to send a team of amateur road riders to compete in the 200-mile road races around Lake Malar, at Stockholm, Sweden, July 7, the occasion being the quadrennial Olympic games. A committee has the matter in charge, and the Amateur Athletic Union, with whom the N. C. A. has a formal alliance, will arrange with the American Olympic Committee for the details for transportation, etc. Your chairman of the board has been appointed a member of the American Olympic Committee, and has been designated team selection committeeman on cycling, as well as acting as treasurer for the holding of funds for the proposed team.

"Considerable interest is being awakened in cycling in the Mississippi Valley territory, and its pivotal point seems to be St. Louis. For three years the board has had a special representative there, O. F. Hassemer, who has served faithfully. If it is the meeting's pleasure, the board advocates the creation of a new district, with St. Louis as its center, the territorial limits to be designated by the board of control. The board also respectfully suggests the name of Mr. Hassemer for board member.

"In conclusion, the board wishes to express the most hopeful views for the future of the sport. The coming season certainly gives every indication of great promise. There are a number of incomplete subjects that the board has on hand, some of which it is hoped to straighten out at this meeting, and the chairman will call your attention to same in the regular course of business.

"A strong fight has been made the past season to eliminate teaming in races, and a large measure of success has been attained, thanks to the efforts of some of the promoters, who have stood faithfully by the board in its fight for cleaner sport.

"The thanks of the board are due to the executive officers of the Association for their unfailing courtesy and patience, and valuable assistance in helping the board settle complex questions, and these thanks are gratefully extended."

Other Details of Interest to Sport.

After remaining under investigation and in a state of probation for practically two years, the following riders were restored to amateur standing: John B. Hawkins, Edwin Lowe, New York City; Thomas Connolly, Everett, Mass. The applications of Archie La Montague, Boston, and Percy Cutter, Wakefield, Mass., for reinstatement to the amateur class were laid upon the table pending further investigation.

A vast amount of routine business pertaining to the various N. C. A. districts the country over was transacted, instructions being delegated to the various board of control members for the proper settlement of questions under consideration.

Bicycle Division for Eaton A. A.

Toronto, Feb. 5.—The Eaton Athletic Association, one of the strongest athletic organizations of Canada, has announced its intention of organizing a bicycle section, and has approached several of the best riders of the city with a view to securing their allegiance. Harry Young, who was a member of the Canadian Olympic team of 1908, has already joined, as have several of the young riders.

OLYMPIC FUND, $380—TIME, HALF ELAPSED

Project, Portending Wide Spread Benefits to Trade and Sport Should Receive Promised Aid Now to Assure Success—Interest Among Clubs and Riders Increases Tremendously—Crescents of Baltimore Campaigning.

Subscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling salesmen Pope Mfg. Co.	25.00
New England Wheelmen, N. Y. City	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
R. G. Betts, New York City	5.00
Crescent Bicycle Club, Baltimore	5.00
Reedley (Cal.) Bicycle Club	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St. Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
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John Pipp, Yonkers, N. Y.	1.00
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George Thorakos, N. Y. City	1.00
Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City	1.00
Charles Waldo, New York City	1.00
Kenneth Mackenzie, Bayonne, N. J.	1.00
D. M. Campbell, Gray, Ky.	1.00
James W. Flanagan, Jersey City, N. J.	1.00

With the approach of the riding season and the yearly elections of officers and committees completed, clubs everywhere are awakening to the necessity of getting their riders in condition for the Olympic tryouts, and with that in mind are planning their riding seasons to open at least a month earlier than usual with the short distance events. As to the undoubted influence this campaign is having on cycling matters, a glance at the coming events as scheduled on another page of this issue is ample proof.

Elimination Race Plans Near Completion.

Inquiries are being received daily at headquarters as to the dates and other details concerning the tryouts and elimination races. Regarding these, the plans now are under consideration by those members of the American Olympic Committee who are empowered to act officially; full details of the arrangements for the trials will appear in the two succeeding issues of the Bicycling World as the voting contest will have shown by the close of the coming week where would be the most advantageous locations at which to hold the trials—one of the principal objects for promulgating the popularity ballot.

Clubs Continuously Joining Everywhere.

Providence again has been heard from, this time to the effect that the Little Rhody Cycle Club is preparing at least two candidates for the team. Baltimore, the city famed alike for its monuments and bicycle clubs, has taken up the work actively, the Crescent Bicycle Club being the one to blaze the trail, which it does in no uncertain manner, as the following letter testifies:

"The Bicycling World Co.:

Enclosed please find money-order for $5 as our contribution to the American Olympic Bicycle Team Fund which you are making such commendable efforts to raise. We feel that no cause should bring forth a more hearty response from those interested in cycling, and we trust your efforts will meet with the success they merit. You may call upon us at any time that we may be of service in any way, and, again wishing you the greatest of success, we are,

Crescent Bicycle Club.
(Signed) Thomas W. Baker, Secretary."

Candidates, Send in Your Histories.

The voting contest continues to increase in volume, showing the widespread interest of all followers of the pastime in their favorite riders. Those who previously have had at the most but passing interest in the progress of racing matters and the careers of prominent riders also have been drawn into the discussion in the campaign being waged by the candidates and their constituents, and thus has been created one of the most prolific of publicity mediums for the sport and industry.

The request for photographs of balloting and team candidates met with a very gratifying response, but there are yet a few of the more prominent and popular candidates who have not sent in their photographs and histories. To these we wish to repeat our request that they comply as soon as possible, for in so doing they will aid materially in the campaign for funds.

This week's picture and history are those of Carl E. F. Ericson. A Brooklynite by birth, 28 years old, he began riding in competition in 1905 by winning his novice race. He is a charter member of the Empire City Wheelmen, won the club championship for 1908, 1909 and 1910; finished fifth in the 1911 National Cycling Association amateur championship, and at present holds the title of five mile amateur champion. In road riding he has ridden in a number of races of various distances from 25 to 50 miles; notable among them being five performances in which he finished with one first time prize; one, first place; two, second time; one, second place; one, third time, and one, third place.

Another very popular rider of the metropolitan district who now looms large as a candidate for the team, is John B. Hawkins, formerly a crack member of the Century Road Club Association, and the New England Wheelmen racing teams. While riding during July, 1910, he felt the hand of the National Cycling Association for alleged transgression of the amateur rules regarding prizes, for which he was disciplined. At the meeting of the N. C. A., held February 6, the ban was removed and Hawkins was restored to his amateur standing. As a rider Hawkins proved himself as one of the leaders in both road and track races, and



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since the Olympic Bicycle Team has been under consideration he has resumed training, in the hope that his application for reinstatement would be granted.

Voting blanks are to be had any time for the asking. All who are interested in the cycling industry and sport are invited to submit the names and addresses of those to whom it is desired to have voting blanks sent—make your list as large as you like—self-explanatory blanks will be sent promptly and with absolutely no obligation incurred by the recipients. Send your list at once the the bicycle editor, The Bicycling World Co., Box 649, New York City.

Goodwin Disqualified But Breaks Record.

There was some great bicycle racing at the armory of the 22d Regiment, New York City, Saturday evening, February 3. It was lamentable that Edw. H. Goodwin, of the Irish American A. C. who finished first in the two-mile handicap from scratch, in flat floor record time of 5 minutes flat, should elbow Harold Lightfine, of the Glencoe A. C., his closest competitor a few laps from home when trying to get by. For this offence Goodwin was disqualified by the officials, and lost the prize, although his record achievement stands as an actual performance.

The games were under the auspices of Company K, and the Morningside A. C. Two trial heats were necessary to eliminate the field for the final, Goodwin (scratch), Hausenbrauer (40 yds.) and Brandes (90 yds.) qualifying in the first heat, and Lightfine (140 yds.) Gutoff (110 yds.) and Dean (135 yds.) getting position honors in the second. The final heat, after the disqualification of Goodwin, showed Lightfine in first place, Hausenbauer, second, and Brandes, third.

Canadians Preparing For Olympic Race.

Toronto, Jan. 30.—Although little has been said lately respecting the sending of a team of Canadian riders to the Sweden Olympic games next July, the riders are busily engaged in preparing for the trial races in the spring. Joe Golden's club has installed three home trainers in the quarters of the organization, upon which the members are regularly riding.

Tom Ford of the Queen City Club, and one of Canada's oldest wheelmen, is bent upon making the trip, and is sparing no means for getting himself into shape.

Alabama Cyclists Ride Through Mud.

Bessemer, Ala., Feb. 5.—This enterprising south city has a very live wheeling organization — the Bessemer Bicycling Club. The first run of the season was made January 28 to Tuscaloosa, a distance of about 50 miles. The rain caught the tourists about 15 miles out of Tuscaloosa, but six of the party of ten stuck it out and finished in 4 hours and 20 minutes. Jasper W. Bryant, of Bryant Bros., the well-known dealers, is the club's president.

RUTT-STOL WIN AT BERLIN

Famous German-Dutch Team Secure Another Victory—American Invaders Finish Two, Three, Four.

Berlin, Germany, Feb. 9.—Records continued to fall throughout the fourth, fifth and last days of the six-day race here in the Sports Palace, with practically no change in the leading teams. The score on the fourth day was 1,718 4/10 miles, over 30 miles ahead of the German record.

No change in the leaders marked the fifth day's riding, which ended with a score of 2,070 miles. Hoffman, one of the best of the Germans, was seriously injured.

For interfering with Rottnick, Comes was fined, refused to pay, and was penalized one lap; he and Walthour then would not ride in the final. Rutt, Root, Fogler and Drobach lined up and finished in that order, Rutt setting the pace for the entire mile.

Berlin, Germany, Feb. 4.—With 15 teams representing America, Germany, France, Holland, and Italy, the fourth annual Berlin Six-Day race got under way at midnight, Saturday, at the Hohenzollern Sports Palace.

Four complete American teams started, they being: Fogler-Moran, Root-Hill, Halstead-Drobach, and Collins-Wiley; "Bobby" Walthour also started, although not teamed with a fellow countryman, his mate being Comes, a Frenchman.

During the early stages of the day the riding was fast and the sprints were sharp and frequent, resulting in new German records being set up. While sprinting around one of the turns, George Wiley, the popular Syracuse "Messenger Boy," fell his head strking a beam in the fall. Wiley was removed to the hospital where it was found he had sustained a fractured skull and was suffering from concussion of the brain. Up to a late hour to-night he had not recovered consciousness and it is feared his injuries may result fatally.

Collins was then teamed with Muenzener, the latter's partner having withdrawn after the team had lost three laps which, with the customary penalized lap on the reconstructed team, places them four laps in the rear.

The score at the end of the first 24 hours follows: Fogler-Moran, Root-Hill, Halstead-Drobach, Walthour-Comes, Rutt-Stol, and Jacquelin-Brocco tied with 509¾ miles. The remaining teams in the following order: Hoffmann-Ehlert, Suter-Suter, Nowack-Rottnick, Collins-Muenzener, Zander-Esser, Wegener-Kudela, and Georget-Polledri.

Berlin, Germany, Feb. 5.—Furious sprinting throughout the day marked the second day's riding in the six-day race at the Sport Palace. The frequent "jams" invariably resulted in laps being lost by the trailers, new German records continued to be established.

The day ended with six teams tied in the lead with 955 miles, a new German record to their credit, the teams being: Fogler-Moran, Root-Hill, Halstead-Drobach, Walthour-Comes, Rutt-Stol, and Jacquelin-Brocco. The Hoffmann-Ehlert team is three laps behind; Suter-Suter, four laps; Nowack-Rottnick, and Collins-Muenzener, five laps; Zander-Esser, Wegener-Kudela, and Georget-Polledri, six laps.

Berlin, Germany, Feb. 6.—Beyond the formation of a reconstructed team from the remaining halves of two pairs of which each lost a half by withdrawals and the serious injury of Brocco and the withdrawal of his partner Jacquelin, there was practically no change in the relative positions of the team in the six-day bicycle race.

Polledri decided that he had enough just before the 50th hour was scored, leaving Georget stranded until within the time limit Muenzener also discontinued, with the result that Elmer Collins acquired his third mate in as many days when he teamed up with Georget. Brocco's injuries were received in a fall shortly before 8 o'clock, and was quickly followed by the decision of his partner Jacquelin to give up entirely.

The score for 72 hours, 1,350 4-10 miles, is three miles ahead of the previous German record. The leaders are: Fogler-Moran, Root-Hill, Halstead-Drobach, Walthour-Comes, and Rutt-Stol. The remaining teams, from three to six laps in the rear, are in the following order: Hoffman-Ehlert, Suter-Suter, Nowack-Rottnick, Wegener-Kudela, Collins-Georget, and Zander-Esser.

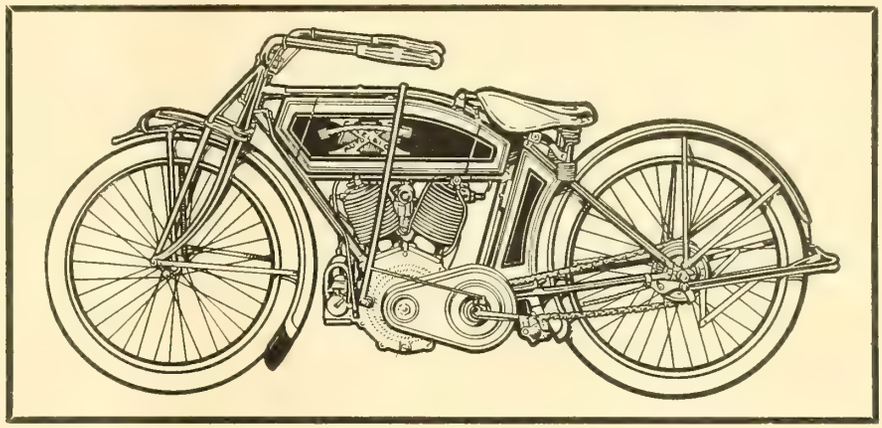
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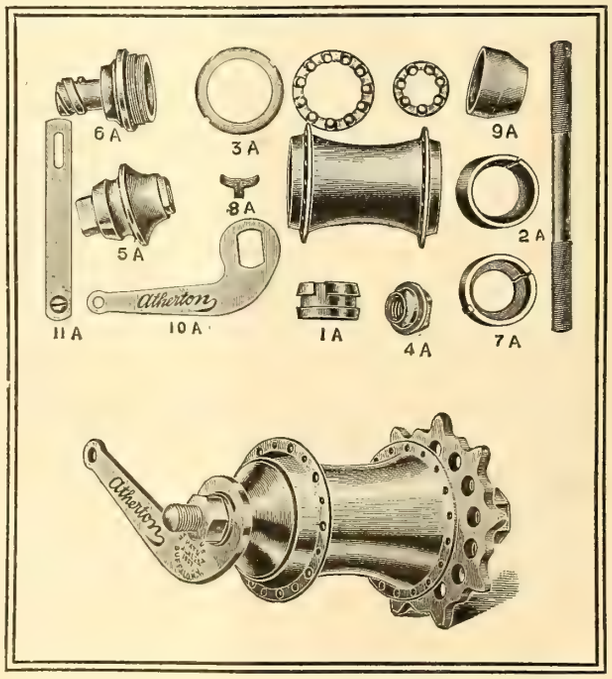
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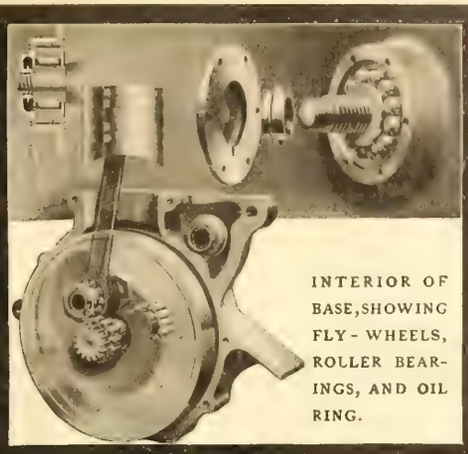
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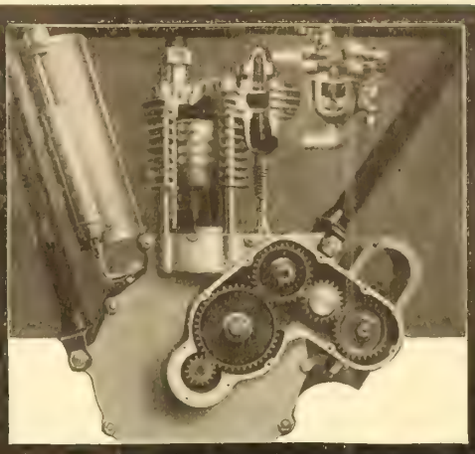


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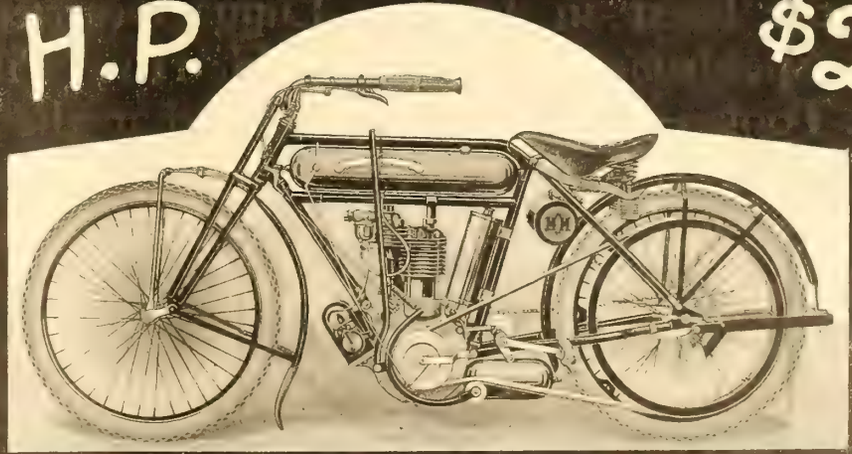
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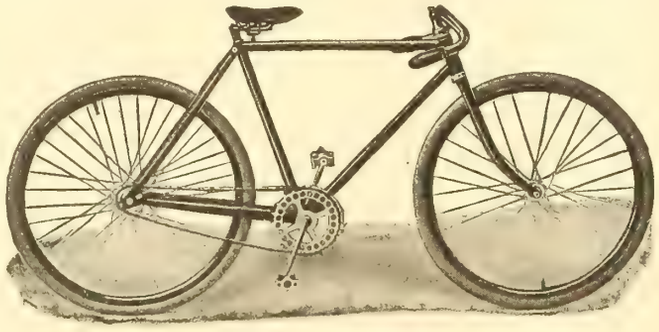


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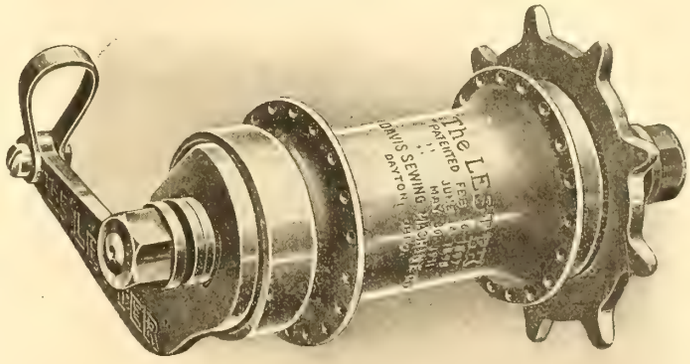


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ANYONE CAN TAKE THE LESTER COASTER BRAKE APART AND PUT IT TOGETHER AGAIN AND IT CANNOT BE PUT TOGETHER WRONG. SEND FOR 1912 CATALOG.

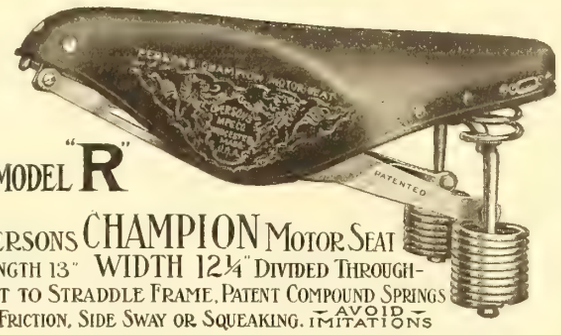
THE DAVIS SEWING MACHINE COMPANY

DAYTON, OHIO, U. S. A.

ONLY THE GOOD ENDURES!

THE YEAR 1912 IS OUR 20th ANNIVERSARY IN THE SADDLE BUSINESS
AND THIS IS OUR LATEST PRODUCT

We lived through the storm of the so-called "bicycle slump," in fact, we are the only Saddle manufacturers in existence today who can claim twenty years of genuine practical experience in saddle making. During all that time our product has been recognized as the highest standard of quality. Others have imitated and tried to follow, but there has been—and still is—ONLY ONE PERSONS.



Without Front Spring for Low Position

We hold the original patents on compound springs for saddles. These were first used by us in bicycle seats of the suspension type of which we are the originators, as the trade well knows. When the motorcycle came we built the first motorcycle saddle in this country, employing our patented compound spring construction, which is THE ONLY CORRECT AND POPULAR DESIGN IN USE TODAY.

THE ONLY MOTOR SEAT WITH COMPOUND SPRINGS

Other makers have repeatedly changed their spring construction in their endeavor to work out something "just as good" as Persons patent until this, our twentieth anniversary, finds us still building the only genuine compound spring saddle free from all impediments and obstructions that destroy perfect spring action.

THESE ARE ONLY A FEW OF THE SOUND REASONS WHY YOU SHOULD CHOOSE A SADDLE OF RECOGNIZED STANDARD QUALITY INSTEAD OF A CHEAP SUBSTITUTE BUILT BY INEXPERIENCED PEOPLE.

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THE KELLY
Adjustable Handle Bar

An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

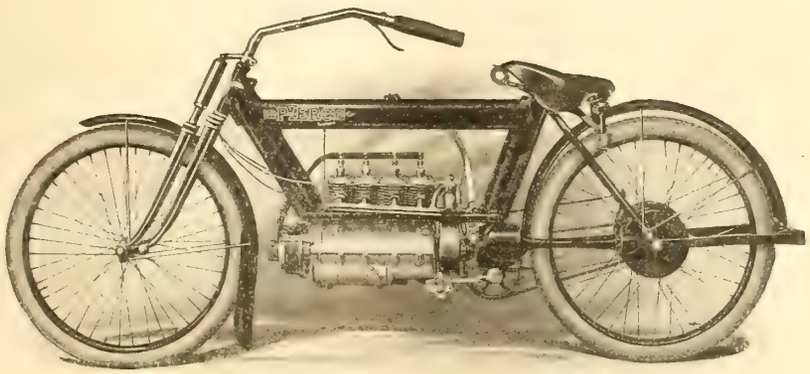
The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



The Kelly Bar Has 25 Riding Positions

THE KELLY HANDLE BAR COMPANY, Cleveland, Ohio

ENGLAND ENDORSES THE PIERCE



Stoke Holy Cross,
Norfolk, England,
Jan. 22, 1912.

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Buffalo, N. Y.

Gentlemen: I feel that it is due you that I should express the perfect satisfaction I have received from one of your four cylinder machines which I have been riding for several months.

The even running, absence of vibration and noise and the cleanliness of your machine is especially noticeable as a prominent feature when compared with our English machines. The accessibility and ease of taking down and reassembling are quite extraordinary. When riding out with my friends a Pierce is constantly proving its superiority when we come to a stiff hill with a bad approach. Other standard machines fail to pick up and make the ascent, but there is no trouble with the Pierce.

On many occasions the transmission has been in evidence as satisfactory, where belts on my friends' machines have slipped in the snow. No amount of tightening can then make them drive. I am now sure I shall stick by your machine instead of investing in a car, as I had intended doing, failing to find a satisfactory motorcycle in England although I tried practically every make.

I am recommending your machines to all my friends and several of them are going in for Pierces the coming season.

Faithfully yours,

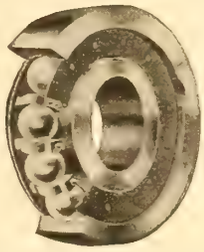
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THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

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FAMOUS FOR THEIR DURABILITY



are the most suitable bearings for motorcycles; they withstand vibrations, due to the strong cage and large number of balls.

Schafer Ball Bearings are used exclusively on high grade products such as the renowned **Minneapolis Motorcycles** and two speed gears, **De Luxe Motors** and two speed gears.

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A Motorcycle Without Noise or Vibration.

HENDERSON

4 cyl., 7 H. P. motor; Bosch magneto; Enclosed chain drive; Starts with a crank; Grip control.

See it at the Chicago Show
or write for Booklet.

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268 Jefferson Avenue Detroit, Mich.



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"Stick and Stay Stuck"

Riders and repairmen find our cements ahead of anything they ever used for the purpose. Our cements are made by scientific processes under expert supervision, assuring uniformly high quality at all times. We receive orders again and again from the same people, which proves conclusively the satisfaction our products give.



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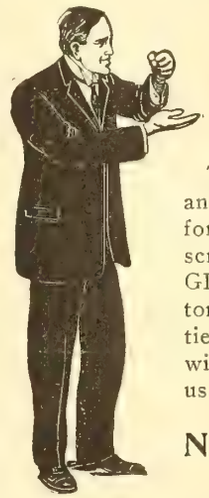
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Hundreds of dealers are now on the road which leads to success. This year will be a BANNER YEAR. The secret of true success is not in selling cheap and inferior goods but in holding the trade and customers you make by giving them honest and reliable merchandise. This is the only kind we manufacture and our reputation insures you a square deal.



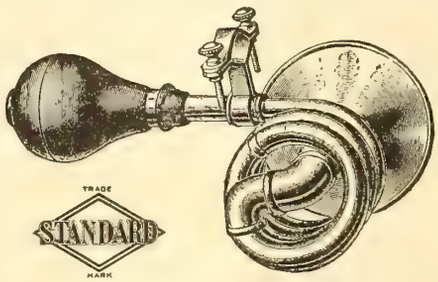
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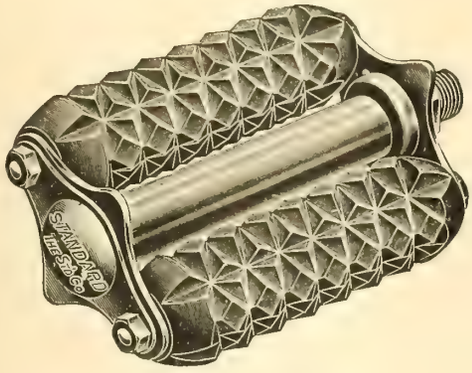
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154 NASSAU STREET
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The TRADE Paper of the Automobile Industry. The paper that's read, not merely looked at. The paper that gets the news FIRST and prints it while it IS news. Send for sample copy.

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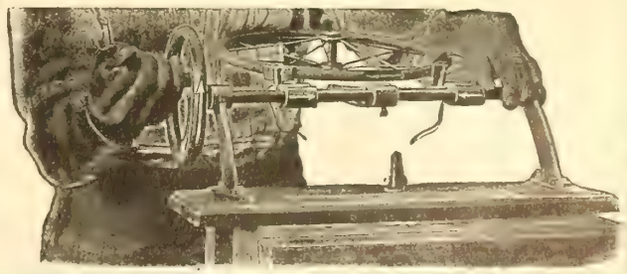
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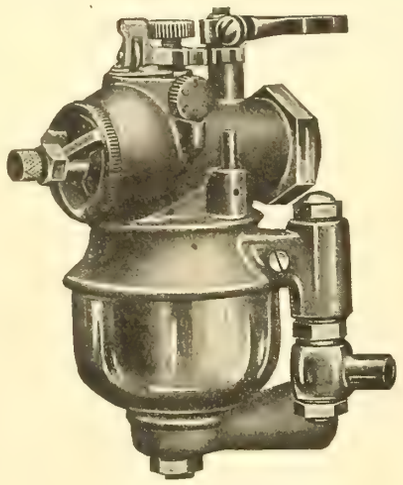


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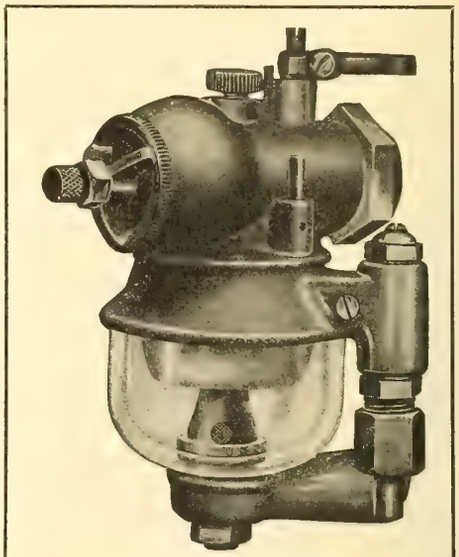
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Model H is the new one, the acme of simplicity. Has but ONE gasoline adjustment, but has TWO feeds, one for High speed, one for Low, that give maximum results at all speeds. Once adjusted, stays adjusted. Easily adjusted and understood by the novice. Gives satisfaction where others fail. Threads and fittings for any machine. Our model G-D is of the double gasoline adjustment type or mechanical needle, having separate adjustments for low and high, used by manufacturers and thousands of riders the past season. Either type makes a motor run faster and smoother and use less gasoline. Both guaranteed to give satisfaction. 1912 catalog now ready.



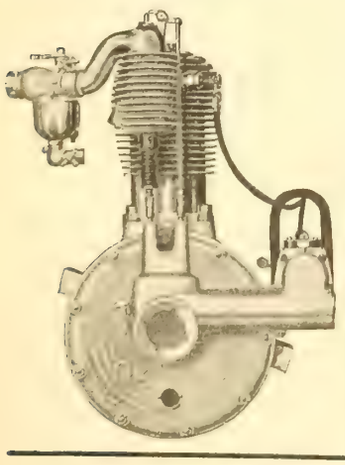
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In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
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Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
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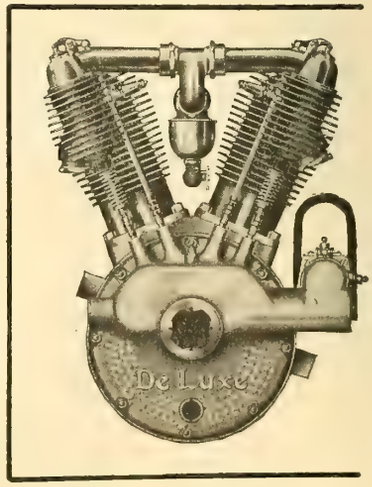
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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Rastetter Rims R Reliable

LOUIS RASTETTER & SONS

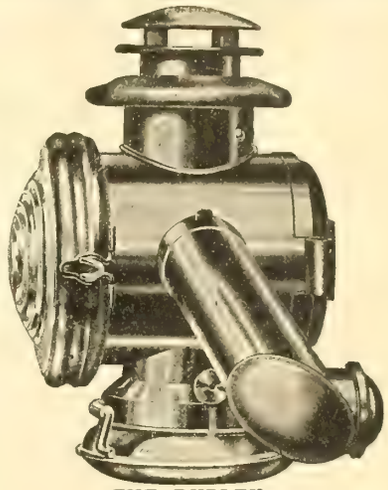
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Began Manufacturing Bicycle Wood Rims in 1892

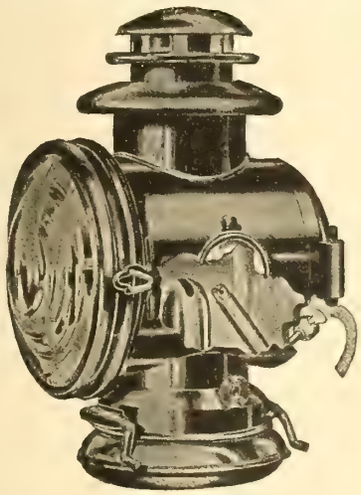
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Unlike Every Other Motorcycle Lamp

Its features: May be used either as an oil lamp or an acetylene lamp; rider may turn on acetylene gas and extinguish oil light without stopping or slackening speed (cannot be done with other lamps). Either gas or oil light is several times stronger than in any other lamp made; can be used with Spade Bracket or Double Fork Bracket as desired; every part accessible for cleaning; simpler, stronger, neater and more durable than every other make of motorcycle lamp.



THE DUPLEX



THE HAMROC

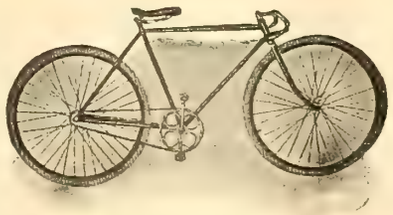
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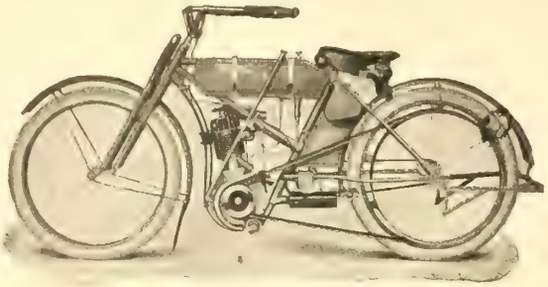
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Eleven years devoted to Designing, Refining, Improving and Perfecting this Splendid Machine.

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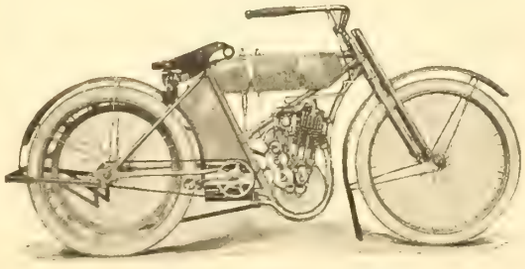
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You get fine premiums with Neverleak—premiums that are really worth having—not a poor one in the lot.



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HAVE QUALIFIED
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Are absolutely proof against soot in any form. Dirty motors won't affect them. Patented electrical action destroys soot fast as deposited.

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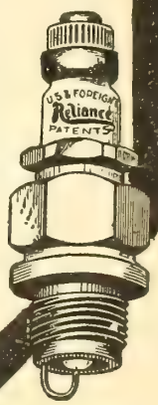
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There is nothing that gives more value for the money than the use of the

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NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

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WILL EXCHANGE my deceased father's complete medical library, surgical and obstetrical instruments, for motorcycle with clutch—twin preferred. A snap for medical student; books and instruments in first-class shape. G. C. MOULTON, JR., P. O. Box 333, Rayne, La.

A 1910½ magneto Excelsior; must dispose of same; $95. 1507 Bushwick Ave., Brooklyn, N. Y.

GUARANTEED used Motorcycles, single and twin Excelsiors, Indians, Harleys, Thors, etc. All overhauled. Send for list. CHICAGO MOTORCYCLE WKS., 738 Sheridan Rd., Chicago, Ill.

FOR SALE—100 gents' bicycle frames with forks, no hangers, $1 each. McDOUGALD, 1118 N. Clark St., Chicago, Ill.

FOR SALE—5 H. P. twin-cylinder Indian, chain drive, just overhauled at factory; machine and tires in A1 condition. Price, $110. T. J. MANNING, 18 Mechanic St., Norwich, N. Y.

EXPERIENCED Bicycle repair man requires position. References. A. D. UNISS, 90 Court St., Brooklyn.

FOR SALE—Indian chain drive, single cylinder motorcycle, with magneto. Good as new. $100. A. BOOTH, Stanley, N. Y.

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FOR SALE—40 motorcycle engines, $15 and up. EMORY F. PHELPS, 4 Bennett St., Bridgeport, Conn.

B & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the countershaft type. BUSHNELL & CANNON, 1268 East 80th St., Cleveland, O.

THE latest and best guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. MOTORCYCLE EQUIPMENT CO., Hammondsport, N. Y.

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FOR SALE—500 Keim two-piece hangers, complete less cups, $1.25 each HUB CYCLE CO., 40 Portland St., Boston, Mass.

MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

FEBRUARY, 1912

THIRD ANNUAL

MAGNETO BARGAIN SALE

IMPORTED HIGH TENSION MAGNETOS AT LESS THAN COST OF IMPORTATION.

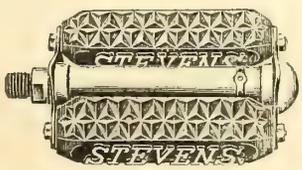
Our third annual genuine inventory sale of U. & H. Master Magnetos, made in Germany, is now in progress. All H. P. sizes and types for 1, 2, 4 and 6 cylinder motors, suitable for motor cars, motor wagons, motor boats, motorcycles, stationary engines, etc. Write now, before they are all gone, for circular and price-list. The sale is a real Magneto money saver.

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MOTORCYCLE BARGAINS — 50 of them; $50 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St, New York.

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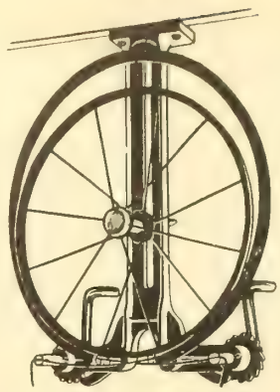


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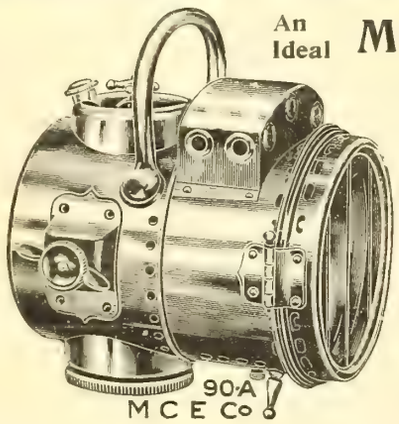


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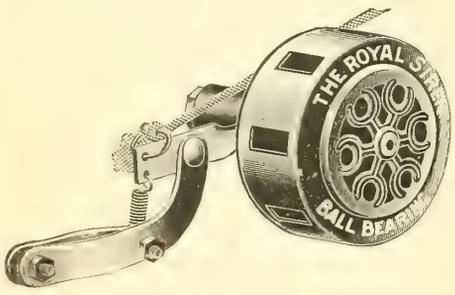


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Weighs 24 Ounces.
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Price No. 90 rear prop $6.00
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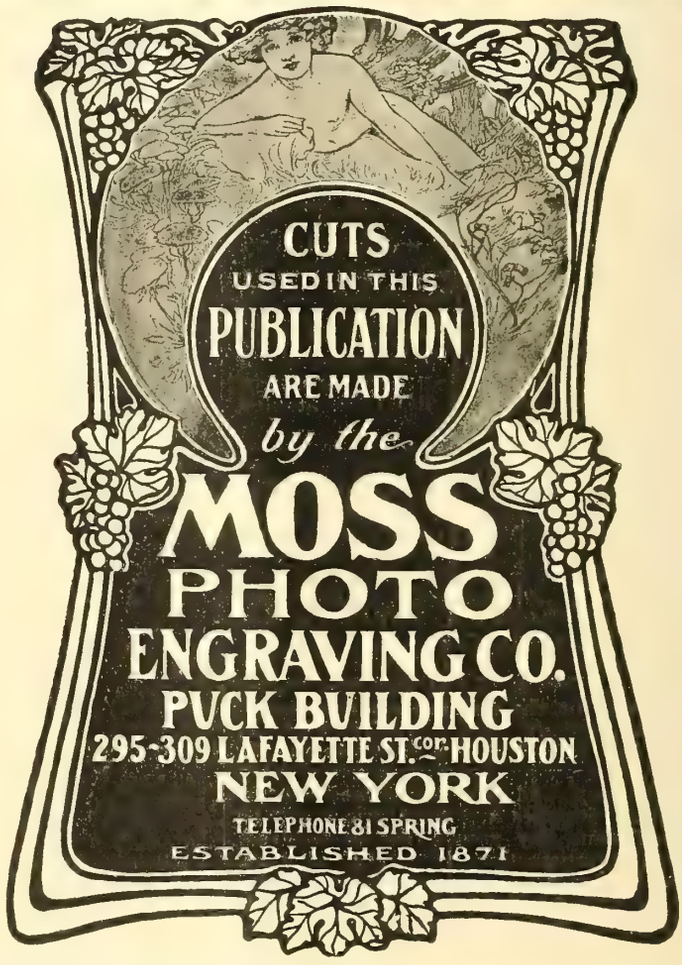


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For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

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Sixteen years ago we began the manufacture of tires. During those sixteen years we spent a lot of time experimenting, making improvements and studying to produce a more efficient tire than competitive manufacturers. WE MADE GOOD.

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embody four-ply construction from the finest fabrics known to the industry. They have demonstrated their superiority in every detail over the regular three-ply tire manufactured by others. It's the experience, facilities, materials and organization that have produced the Perfect Motorcycle Tire—The KOKOMO, and won for us a world-wide reputation. You are taking no chances in using KOKOMO MOTORCYCLE TIRES, instead, you feel confident you are getting your money's worth of tire efficiency.



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Have Distinctive Features

THE verdict of motorcyclists in favor of the Pittsfield Spark Coils for motorcycle ignition is due to the superior manner in which the coils are wound and insulated.

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Catalogue describing Pittsfield Coils and the unbreakable Jewel Mica Spark Plugs on request.

THE KELLY

Adjustable Handle Bar

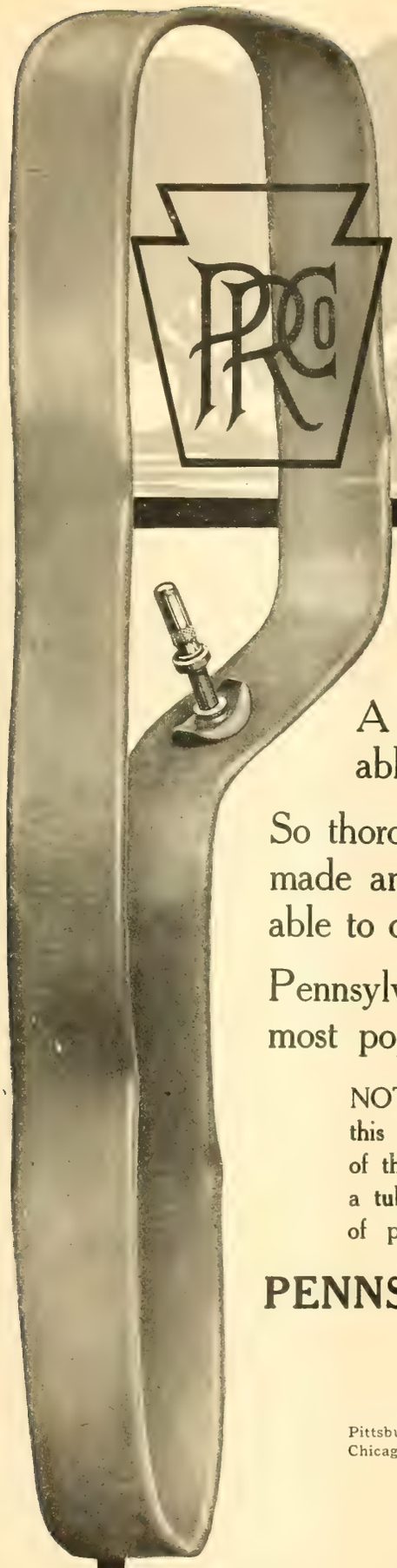
An equipment feature that is guaranteed to influence rapid sales of bicycles embodying it.

The Kelly Bar permits of 25 riding positions; strong with positive locking feature and easy adjustment. Investigate now.



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"Guaranteed"
INNER TUBES
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For Motorcycles

A good, guaranteed tube selling at a reasonable figure.

So thoroughly tested is our "No. 503" tube, so well made and of such high quality material, that we are able to offer it with a season's guarantee.

Pennsylvania "No. 503" tubes are made in the most popular selling sizes.

NOTE: Pursuant to our accustomed policy we have placed this tube on the market with special regard for the interests of the Jobber and Dealer. Those desiring, therefore, to sell a tube which satisfies the customer and ensures a fair margin of profit should write for our attractive 1912 proposition.

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(Re-organized February 1st, 1910)

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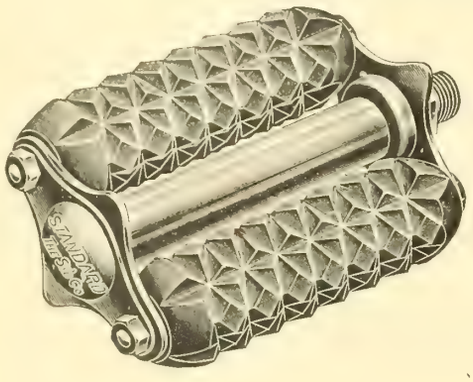
Pittsburgh, 505 Liberty Ave. Detroit, 247 Jefferson Ave.
Chicago, 1004 Michigan Ave. Minneapolis, 917 First Ave.
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Insuring Comfort to the Motorcyclist

and Adding Pleasure to the Day's Ride



by equipping the motorcycle with

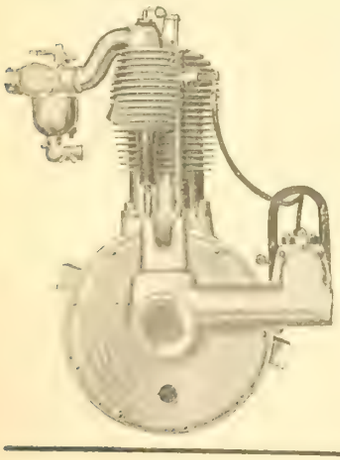
No. 3 STANDARD MOTORCYCLE PEDALS

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. You know what that means.

Our Products for the Cycle Trade Include:
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A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One piece crank shaft.
One part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Quiet running motor.
Large Ball Bearings mounted in steel lined pockets.

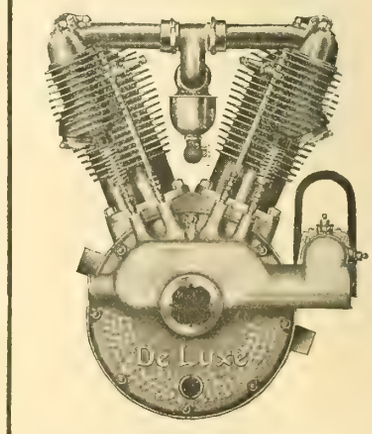
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H. P. Single Cylinder — Five H. P. Single Cylinder
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PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
CONTRACTS SOLICITED.
PATENTS PENDING.

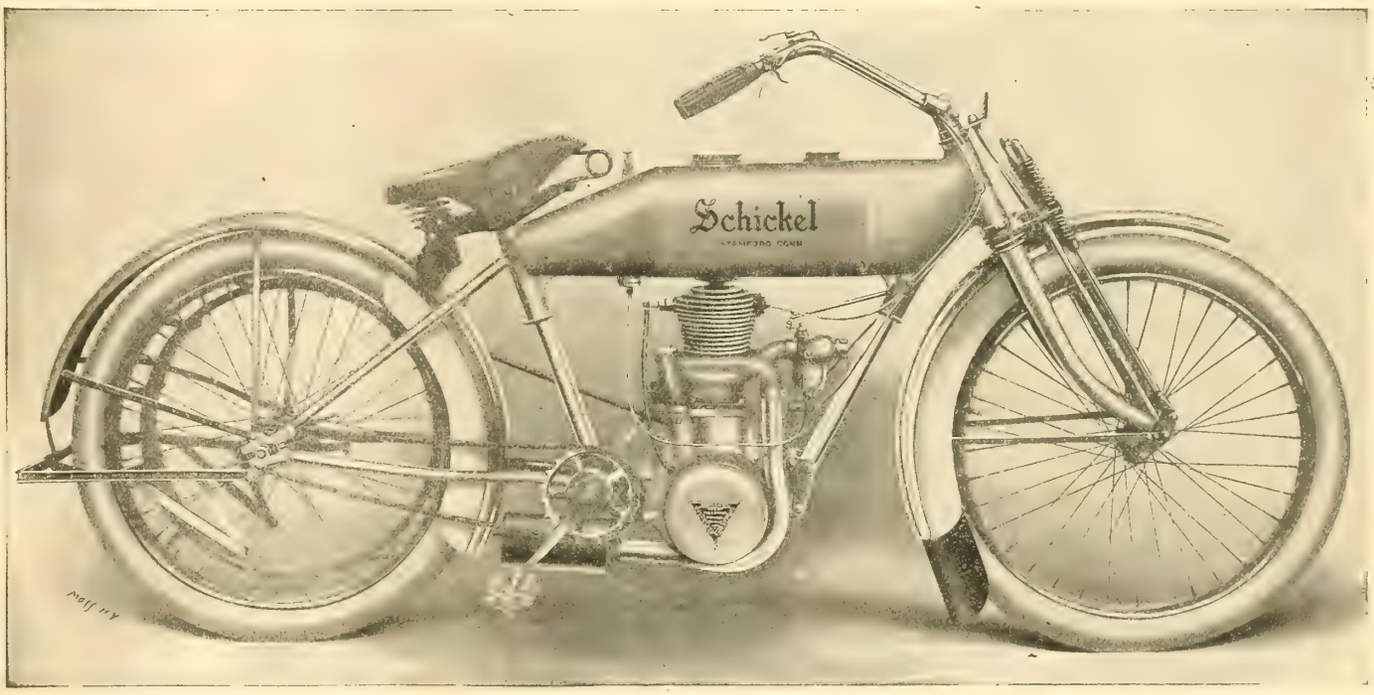


The F. W. Spacke Machine Co.
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SCHICKEL

CONCEDED BY ALL TO BE THE SIMPLEST, CLEANEST AND BEST LOOKING MOTORCYCLE BUILT TODAY

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TWO STROKE

"THE MASTER MOTORCYCLE"

MR. DEALER—NOW is the time to order if you want to be sure of early Spring Deliveries. We are increasing our facilities and adding new machinery as fast as possible, but in spite of this there will be many disappointed ones. Are you going to be one of the "got lefts"? If not NOW IS THE TIME TO ACT.

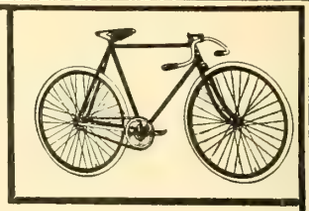
THE SCHICKEL MOTOR COMPANY

(Member M. M. A.)

63 GARDEN STREET STAMFORD, CONN.



How to Satisfy Your Customers and Make Money

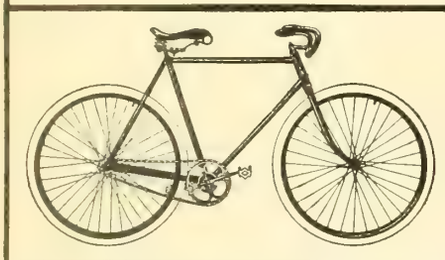


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

Consolidated Quality and Service Unequalled.

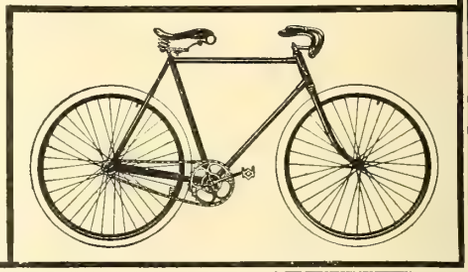


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F. C. CORNISH Eastern Representative, 219 Clinton Ave., Newark, N. J.
HUB CYCLE CO., Boston, Mass., New England Distributors
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We also make Yale Motorcycles, Hussey Handle Bars and Drop Forgings of every description.





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can only be obtained by the use of materials which will resist the most wear. Through our untiring efforts to produce nothing but the best and our years of experience in chain making

"Whitney" Motorcycle Chains

have gained a remarkable reputation for their strength, accuracy, and wearing qualities.

If you've never tried a "Whitney" chain get one when your chain is worn out. Compare results. We know you'll be pleased.

"Whitney" Chains Are Built for Strains

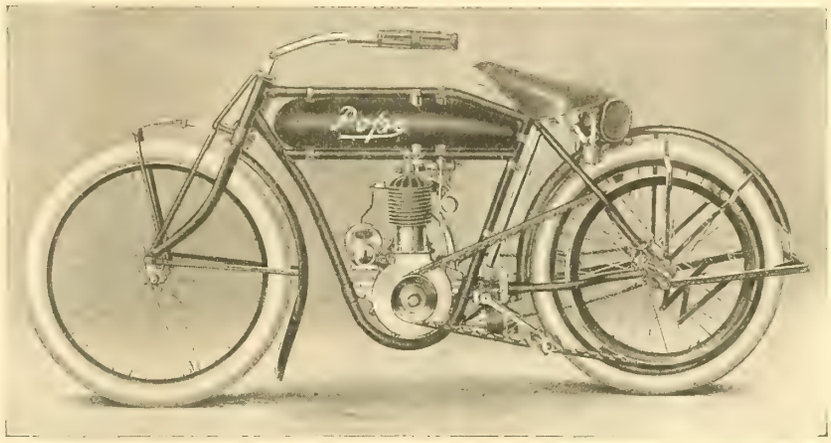
THE WHITNEY MFG. CO.
Hartford, Conn.



Pope Motorcycles

With Imported Magneto

$165



"In a Class by Themselves"

The appeal of QUALITY and the appeal of PRICE, as exemplified in the Pope Motorcycle, are found in no other machine on the market. That is why in the estimation of dealers and riders alike, none could stand comparison with the Pope at the Chicago or New York shows. It is in a class by itself as a light, compact, reliable, sturdily built machine of fine appearance. The large number of contracts and orders brought back from Chicago by our representatives at the Show is convincing evidence of this.

The Pope Motorcycle on the Road

To see the Pope Motorcycle at the show, however, is one thing and to see it in action on the road is another. To fully appreciate the mechanical beauty of the Pope, it must be ridden or seen in actual service. The following letter gives a good idea of how the Pope shows up on the road:

Millers Falls, Mass., Feb. 4, 1912.

THE POPE MFG. CO., Hartford, Conn.

Gentlemen: Thought you would be interested in knowing that my Pope Motorcycle which I purchased from your agent in Greenfield, is doing just as good work on snow as on state roads. I have ridden it about ten miles today in about thirty-four minutes round trip. As I live in a country town you may realize that the roads are not cleaned and are piled high with snow. Goes up hills as well too, with nothing like chains or rope on rear wheel at all, and it did not slip once. All the fellows here are surprised that it should make twenty per cent. grade hills, and not have any chains on. Some have tried to ride theirs too and they have to have their wheel chained.

ALAN H. SAWYER.

Send for Our New Motorcycle Catalog. Let Us Give You Details of Terms, Territory and 1912 Eclipse Free Engine Pulley.

THE POPE MANUFACTURING CO., Hartford, Conn.

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Kimball-Upson Co., Sacramento, Cal. Northern California and Nevada.

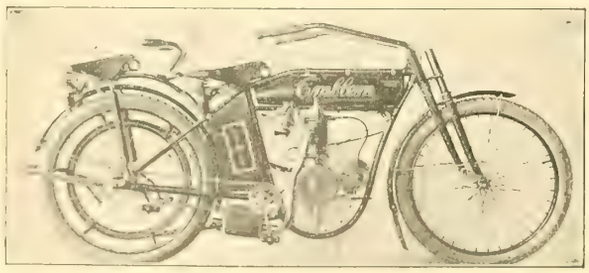
C. L. Smith, Los Angeles, Southern California.

An Experienced Rider

who has ridden nearly every motorcycle manufactured, relates

a few of his experiences, on countless rides, with the various types of machines that are widely known and for which claims for superiority and reliability are made. He states: "Believe me, the Emblem was made for long, hard riding—I know. When I'm riding an Emblem I put the utmost confidence in it; I know I'll arrive at my journey's end without any trouble showing up and I won't have to walk home—or take the train. Its simple construction, speed and features that make for a bunch of comfort, look good to every man who enjoys motorcycling."

The Emblem is ridden by men who know. It's built for service and comfort.



From the $175 single to the $250 twin, Emblem Motorcycles are built to withstand hard knocks, and they have made good. "Motorcycle Satisfaction"—which means Speed-Power-Economy—is the lot of the Emblem Rider. Have we an agent in your town?

EMBLEM MANUFACTURING CO.

Member M. M. A.

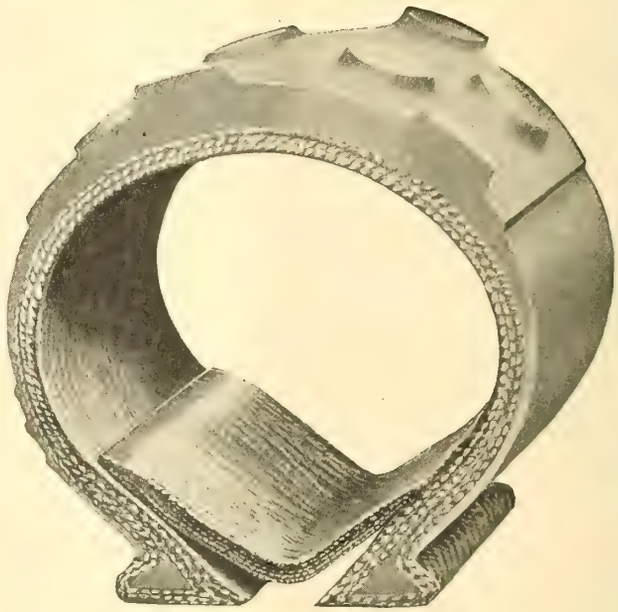
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If the leading manufacturers of motorcycles have decided that

Continental-Erie Motorcycle Tires

are good enough for them, they ought to be good enough for YOU.



It was after critical tests of every make of motorcycle tire that the manufacturers of the Emblem, Excelsior, Harley-Davidson, Flying Merkel and Yale machines used Continental-Erie Motorcycle Tires as standard equipment. It's a simple matter of Good, Better, Best—Continental-Erie Tires are BEST.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch—35 Murray Street
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FISK

MOTORCYCLE

TIRES

FISK Motorcycle Tires, under intelligent usage, will not blow out, rim-cut nor will the tread become loose from the fabric. It is not unusual for them to run 5,000 miles and still be in perfect condition.

They are of the regular automobile type construction and furnished with the Fisk Superior Pure Para Inner Tube.

The GRIPFAST MOTORCYCLE TREAD positively prevents skidding. It grips the muddy road and holds fast. Spills are of rare occurrence. This tire will carry you through heavy going where machines equipped with other types would stall.

The BAILEY TREAD has all of the advantages demonstrated by this reliable construction in automobile use and our CORRUGATED TREAD is unexcelled for all-around conditions.

Motorcyclists who have used and experimented with many makes pronounce Fisk THE BEST.



BAILEY TREAD

DEALERS who are seeking a Motorcycle Tire that will stand up to heavy work can rely upon the Fisk to meet the severest test, and will find it to their advantage to have a complete stock always on hand.

THE FISK RUBBER CO.

Dept. E. **Chicopee Falls, Mass.**

Direct Factory Branches in 35 Cities

The WHITE WING

The Distinctive Bicycle

The appealing lines, finish and perfect assembling of parts in the "White Wing" Bicycle have won distinction and fame in the world of bicycles. In building this machine we use the finest grade of materials, employ the best of skilled workmen and exert special care in the testing which proves the efficiency and perfectness of our product. The result is a bicycle of the highest possible efficiency at a popular price. Our 1912 Catalog S 2 contains full line, specifications and news of vital interest both to dealer and rider. Sent free on request.



A. D. MEISELBACH BICYCLE COMPANY
North Milwaukee, Wisconsin

READING STANDARD

FOR PROFIT OR PLEASURE ‖ THE NEW R-S A QUALITY PROPOSITION

OUR MANY EXCLUSIVE FEATURES, SUCH AS FOOT RESTS, DOUBLE BRAKES, DOUBLE OILING SYSTEM, R-S SHOCK ABSORBING SEAT POST, ADJUSTABLE TO WEIGHT OF RIDER, AND MANY OTHER POINTS WHICH PLACE THE R-S ONE YEAR IN ADVANCE.

TWO SINGLES
Belt or Chain.
ONE 7 H. P. TWIN
Direct Chain Drive, Undergeared Transmission.

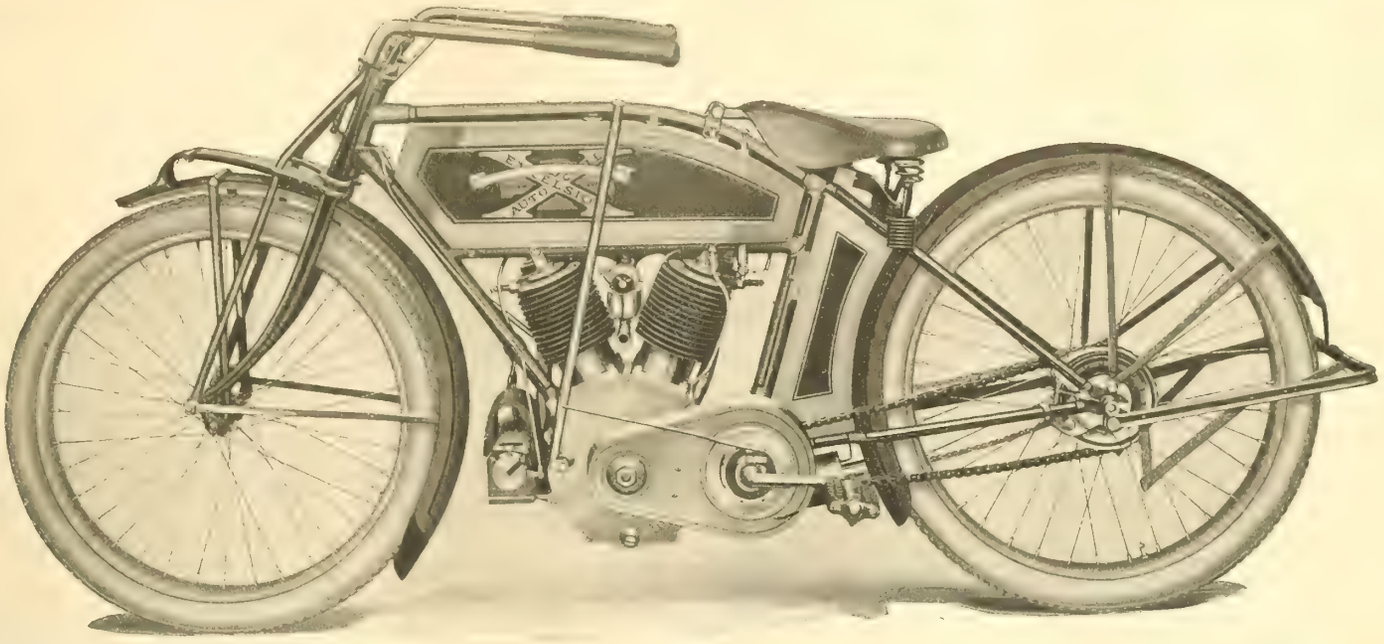
R-S SPRING FORK. More serious motorcycle accidents have occurred through broken front forks than from any other source of trouble, and faulty design is more common in this important element than in most any other part of the machine. Reading forks are perfect in design as well as in mechanical construction. Compare the springs of the Reading fork with those of many other machines and you will readily appreciate the difference. Instead of using a multiplicity of small springs we use a single load-carrying spring several inches in length, comprising nearly 65 inches of 3/16″ steel spring wire of the highest possible grade. The rebound spring is correspondingly large, thus insuring an extreme flexibility of action and positive assurance against breaking. Another serious trouble in many spring forks is the rapid wear at the joints of the rocker arms. This is due to the excessive load sometimes carried on this mechanism. On the Reading Standard fork the load is not carried on the rocker arm but on the forward member of the fork, and the rocker arms act only as distance rods to preserve proper relation of the forks, and carry no direct vertical load whatsoever.

A POWERFUL LONG STROKE MOTOR with Imported Ball Bearings, Mechanical Valves and Integral Cams and Gears.

ALL MODELS HAVE FREE ENGINE CLUTCHES. SEND FOR CATALOGUE OF
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READING STANDARD CO., 310 Water St., Reading, Pa.

READING STANDARD



You Can Ride an Excelsior Auto-Cycle in Your Business Clothes

The EXCELSIOR AUTO-CYCLE is practically an auto on two wheels. You can ride the EXCELSIOR in your business clothes — and be as clean and neat as after an auto ride. Save money; no need to buy a motorcycling outfit — coat, trousers, leggings, cap, goggles, gloves, etc. — just ride an EXCELSIOR. We have constructed the EXCELSIOR AUTO-CYCLE so that it is

The One Machine That Keeps You Clean

To the man on an **EXCELSIOR AUTO-CYCLE** there is no such thing as dirt, or spattered grease and oil. This is because our **covered chain guard** keeps oil and grease on the chain—off of you; our **aspirator** throws all superfluous oil far behind the machine; our **oil-proof bearings** retain all the oil used for lubrication; our **auto-type mud guards** are wide and useful; our **oil-retaining joint** on the pulley side of the Auto-Cycle prevents splashing.

The Excelsior Is Simple and Comfortable

Cleanliness is not the only feature of the **EXCELSIOR.** The **EXCELSIOR** is made of fewer parts than any other machine. Any child can learn to ride it in 15 minutes. It has the lowest saddle position ever attained—you sit in a natural position, and can put your feet flat on the ground when you stop. Our **Komfort-Kushioned spring seat post** and **perfected spring fork** absorb all possible bumps. Read about the machine that **always makes good** in our **Free Illustrated Booklet**—we'll send it gladly; **write us now.**

EXCELSIOR MOTOR MFG. AND SUPPLY CO.

2202-2258 Union Street **Chicago, Illinois**

SIX "BIG X" MODELS

DEALERS

The more sales you make the more money you make. We want the chance to "show you" what the Excelsior means—in sales and in profits. Write for particulars.

SINGLES AND TWINS

Tires That Endure
Every Third Motorcycle with Goodyear Tires

Goodyear Motorcycle Tires are the leading motorcycle tires of today. They are built on the Goodyear Tire Machines.

Countless tests have proved these the world's most enduring motorcycle tires. They practically end tire trouble. They reduce tire expense.

These famous tires hold every world's amateur and professional speed record.

They are the tires that the 13 best known motorcycle builders have contracted for this year. Every third new motorcycle you see this year will be equipped with Goodyear Motorcycle Tires.

Every rider should insist upon them because they mean economy. Read below of a recent achievement of these premier motorcycle tires.

1145 Miles in 76 Hours—Same Air in Both Tires

Goodyear **endurance** is proved not only in our **factory** but in the **field.** Read this letter. It is another telling link in the endless chain of **performances** that have marked the superiority of Goodyear Motorcycle Tires.

"Goodyear Tire & Rubber Co.,
Akron, Ohio.

Gentlemen: I have just returned from an extended motorcycle trip thru the Southwest covering **1145 miles in 76 hours**; over the worst roads imaginable.

I rode the Goodyear studded tread tires and finished with the same air in both of them, also they **show no signs of wear.**

A good part of the road was rocky and for several miles jagged pieces of iron ore projected from the ground.

Respectfully,
M. L. HUNT,
Marion, Ind."

Made on Tire Machine

The foundation for Goodyear Endurance has been laid by over 13 years auto tire building experience.

Our motorcycle tires are constructed on the same tire building **machines** on which we make the famous No-Rim-Cut Auto Tires. This tire machine is the only method by which the mistakes and irregularities that you buy with ordinary tires can be **done away with.** And we control this method.

How a Tire is Built

A motorcycle tire is built up of successive plies of fabric stretched one at a time over an **iron core.** If these plies are not stretched on at exactly the same **tightness** the strength is **not uniform.** The **tight** ply gets more than its share of the strain and quickly breaks down under it. Then—**blow-outs.**

No human hand and arm and back working 8 hours a day can stretch these plies on at **exactly the same tension.** There must be some variation.

But a machine **CAN.** The Goodyear Tire Machine, the only one of its kind—builds the tire layer upon layer with unfailing exactness. Every **ply** in every layer, and every **inch** in every ply goes on at the same unvarying tension. Every thread bears an equal share of the strain. Every tire is exactly alike. Every tire renders **service** equaled by no other tire.

Thus have these tires won recognition through merit alone. Thus are they saving motorcyclists a vast amount of tire trouble and tire expense. Thus will every motorcyclist demand them eventually. For the **price** is the same as for common tires.



Send for Our New Book

This booklet gives other reasons for the endurance of our Motorcycle Tires. It describes the entire line—5 big successful tires—"a tire for every road condition."

Every motorcyclist or prospective buyer of a motorcycle should read it. It not only paves the way to a great tire economy, but it shows you how you can obtain the maximum of pleasure and service from your motorcycle.

Write for it today.

THE GOODYEAR TIRE & RUBBER CO., Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make All Kinds of Motorcycle Tires, Accessories and Repair Outfits

THE
BICYCLING WORLD and MOTORCYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, February 17, 1912. No. 22

MOTORCYCLE MAKERS' MEETING

Business Sessions Every Two Months in the Future—Matter of National Tour Refeired to a Special Committee.

Definite cognizance of the abuse of the muffler cut-out, and official condemnation of the practice, was taken by the Motorcycle Manufacturers' Association at its regular meeting at the New Southern Hotel, Chicago, Wednesday, February 7. President A. B. Coffman called the meeting to order, at 10 a. m., and in the absence of Secretary J. F. Cox, F. W. Starr was delegated as secretary pro tem. The following members were present: A. B. Coffman (Consolidated Mfg. Co.); George M. Hendee, F. J. Weschler (Hendee Mfg. Co.); Arthur Davidson (Harley-Davidson Motor co.); W. A. Johnson (Pierce Cycle Co.); E. J. Knight (Aurora Automatic Machinery Co.); George H. Meiser, R. W. Gould, A. W. Mitchell (Black Hawk Motor Co.); L. J Carling (Schickel Motor Co.); W. G. Schack (Emblem Mfg. Co.); K. R. Jacoby, J. F. Merkel (Miami Cycle & Mfg. Co.); C. W. Mason (New Era Auto-Cycle Co.); T. W. Henderson (Henderson Motorcycle Co.); C. P. Knudson (Minneapolis Motorcycle Co.); W. F. Remppis (Reading Standard Co.); F. W. Starr (Pope Mfg. Co.); Ignatz Schwinn, Fred Whitfield (Excelsior Motor Mfg. & Supply Co.).

Reports of the previous meeting were read and accepted. Discussion of the injudicious use of the cut-out in cities, and its injurious effect on the sale of machines, then was precipitated, and resulted in the secretary being instructed to draft resolutions condemning the indiscriminate use of muffler cut-outs in corporate limits of cities and towns, requesting the passage of ordinances regulating their use. Copies of these resolutions will be sent to the mayors of principal cities, so that municipal authorities will be aware of the stand taken.

Believing that the interests of the association will be better served by more frequent gatherings, it was voted to hold meetings every two months in future. The next meeting will be held at the Hotel Statler, Buffalo, April 10.

Alleged excessive freight rates west of the Mississippi came in for attention and suggestions for securing lower rates were brought out. The matter will come up again later.

Proposed plans for an enlargement of the selling field, brought forth vigorous discussion, and a committee consisting of Messrs. Coffman, Meiser and Davidson were appointed to look into the matter and devise ways and means of stimulating the demand in heretofore untried channels.

Apropos of the desirability of a national motorcycle tour, which has been proposed by President Coffman, it was the sentiment of the meeting that such a contest would be highly beneficial to the sport and trade if it were held under conditions that would permit all of the manufacturers to support it heartily, and have the F. A. M. take full charge of its conduct. As a result of the discussion a committee composed of Messrs. Coffman, Davidson and Merkel were appointed to investigate the feasibility of such a tour on the lines suggested.

Following adjournment a delightful luncheon was served. President Coffman was unable to attend the latter, being called to New York on urgent business.

Prices for Minneapolis De Luxe Twin.

Minneapolis, Minn, Feb. 15—The Minneapolis Motorcycle Company has announced the price of the new Minneapolis De Luxe twin to be $275, with rigid frame, and $290, fitted with spring frame. The light delivery car shown at Chicago was sold to the Peerless Motor Car Company, of Illinois, a branch of the Peerless Motor Car Company, of Cleveland.

POPE EMPLOYEES' CELEBRATION

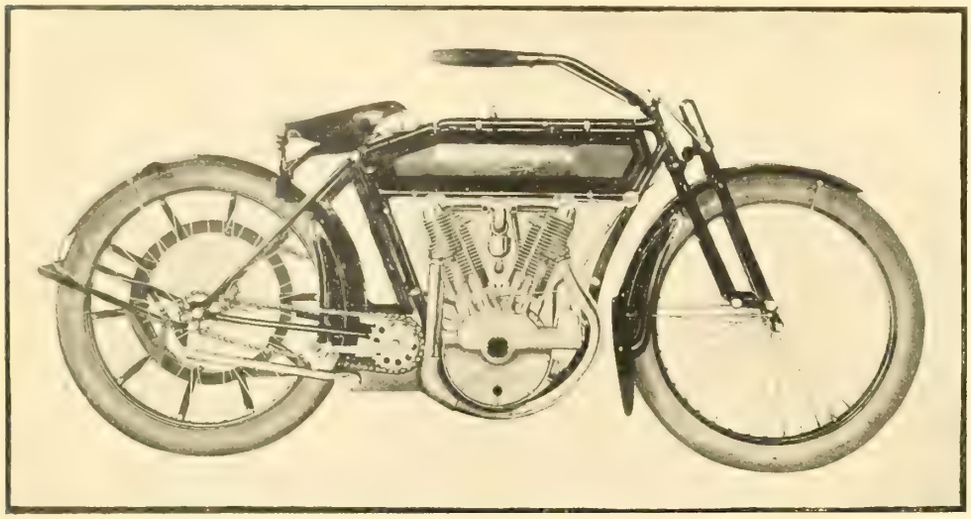
Unique Features at the Annual Merry-making at Hartford—Company Officials Participate in the Festivities.

Employees of the Pope Manufacturing Company, and their friends crowded Foot Guard Hall, Hartford, February 9, on the occasion of the 15th annual concert and dance given by the Pope Company Mutual Benefit Association. In conducting the grand march, M. F. Conway, who for 15 years, has taken charge of this feature, introduced two novelties. Those in line were so led that the men formed the stem of the initial letter of the corporation while the ladies formed its loop. In another figure the men, forming about a circular hub, radiated from the center in lines forming the spokes to a wheel, while the ladies, forming an outer circle, made a complete rim to the wheel.

The honorary reception committee consisted of Captain A. L. Pope, Colonel Geo. Pope, C. E. Walker, E. M. Cutting, H. L. Pope, W. C. Walker, A. W. Pope, Ned Lawrence, M. Suisman. The committee of arrangements was: J. J. Ducey, chairman; A. G. Hedstrom, secretary and treasurer; A. Harrington. Those in charge of the floor arrangements were: James J. Ducey, director; John Bublitz, assistant; W. Saunders, C. Culver, J. Waxman, W. F. Porter, J. L. Kennedy, F. J. Farrell, H. Munsman.

Pittsfield Spark Coil Co. Squelch Rumor.

The Pittsfield Spark Coil Company, of Dalton, Mass., emphatically denies the rumor that gained currency during the late Chicago show that it was in financial difficulty and was in the hands or about to go into the hands of a receiver. It is possible that those who printed the story in some



NEW MINNEAPOLIS DE LUXE TWIN, SHOWN FOR FIRST TIME AT CHICAGO SHOW

way managed to confuse the Pittsfield company with the Jacobson & Brandow Company, of Pittsfield, Mass., who made a magneto, and now are in a receiver's hands. The latter concern, however, has no connection whatever with the Pittsfield Spark Coil Company, of Dalton, Mass.

"Saws Wood" and Says Nothing.

"Saw a cord of wood for something to eat," that ancient proposition of the housewife to tramps, no longer will strike terror to the hearts of the unbarbered and unbathed knights of the road. In fact, if such a solution of the wood cutting task is widely adopted, the "boes" are likely to tender the motorcycle a vote of thanks as the emancipator of their greatest horror—work. W. S. Williams, Stockton, Cal., is the hero of the picture, and when he found wood that required slicing, instead of inviting a backache, he jogged his brain department a bit, and then decided to let his Harley-Davidson do the work. The machine is doing great service, and Mr. Williams will probably put in a claim for record.

Weed to Make Motorcycle Tire Chain.

W. F. Walker, who for some time past has been connected with the sales force of F. A. Baker & Co., New York City, and who designed the chain for motorcycle tires, first illustrated and described in the columns of this paper, on December 16, 1911, has accepted an offer from the Weed Chain Tire Grip Company, of Bridgeport, Conn., to introduce the chain to the motorcycle trade. The Weed people will manufacture and push the chain with all the ample facilities at their command.

Mr. Walker will make his headquarters at Bridgeport, and will be the general traveling representative for the motorcycle chain department.

Pascal to Sell Reading Standards.

Ray Pascal, the well known racing man and motorcycle salesman, has taken the management of the central western district sales department of the Reading Standard Company and will travel through Illinois, Indiana and Michigan in the interest of the R-S.



HOW A CALIFORNIAN UTILIZES HIS HARLEY-DAVIDSON TO AUGMENT WOOD PILE

Goodyear Catalog a Fine Production

Nowhere is better evidenced the growing relative importance of the motorcycle business than in the quality of the literature produced by manufacturers of motorcycles and their accessories. An unusually fine and instructive booklet is that issued for 1912 by the Goodyear Tire & Rubber Co., makers of the famous Blue Streaks and other motorcycle tires.

The Goodyear company does not merely present pictures of tires with prices attached. The company's motorcycle offering this year is an exceedingly practical and artistic booklet and is in demand as much for the "reason why" talk with which it is filled as for its typographical quality, which is excellent.

The outside cover, spread open, presents a section of the track where the speed kings strove for mastery in the F. A. M. meet at Buffalo last summer. On the front half of the cover are Balke and Hasha, neck and neck and side by side, only a few feet from the fence—snapped when they were doing five miles in four minutes—on Goodyear Blue Streak tires.

There is a little story in connection with this picture. It was snapped by a son of James Hare, famous war correspondent and photographer. When the photo was first shown, Hasha was taken "on the carpet" and sternly questioned as to whether he had tried to foul Balke. The picture shows Hasha's elbow in such a position that it might easily interfere with the other rider, but Hasha maintains that he had no intention of fouling and the appearance was caused merely by the fact that the machines were "hugging" at the time the camera snapped.

The booklet contains a clear exposition of the Goodyear motorcycle tire proposition and shows why there has been such an avalanche of business in Goodyear tires. Illustrations show the main processes of the factory in making motorcycle tires and the finished product is also given due prominence. This year's Goodyear motorcycle tire catalogue is a notable contribution to the literature of the motorcycle business.

Indian Business Good at Chicago Show.

Besides a very large number of small orders taken at the recent Chicago show, Sales Manager Weschler, of the Hendee Mfg. Co., reports that he closed orders for three full carloads of Indians for immediate shipment.

The addition of another large factory building, together with a number of smaller detached buildings to the already extensive Hendee plant has not relieved the pressure resulting from the tremendous demand. The force now employed in the Indian factory now amounts to 1,000 men, and even with this large number of hands, and the increased facilities, it has been found necessary to run overtime four nights each week.

Eclipse Co. Working Double Shifts.

Sales Manager Ferguson, of the Eclipse Machine Co., Elmira, N. Y., which makes Eclipse clutches, and brakes, says that his plant is enjoying the greatest business in its history. Day and night shifts are being run to meet the demand, which is indicated by the receipt on Tuesday of show week of an order for 1,000 clutches. He was astonished by the large orders for clutches placed by dealers who attended the show. In brakes and hubs, the output this year will break all records. The clutch now is made in three models, for flat, V belt or chain drive, and with either grip or hand lever control.

Holmes Will Represent H-D in San Diego.

San Diego, Cal., Feb. 10.—R. K. Holmes, who has been connected with the bicycle and motorcycle business for the past 15 years in Los Angeles, recently sold his interest in the firm of Holmes & Kittle, to Mr. Kittle, and took a trip east—the first in 25 years—visiting New York, Boston, Buffalo, St. Paul and a number of other cities.

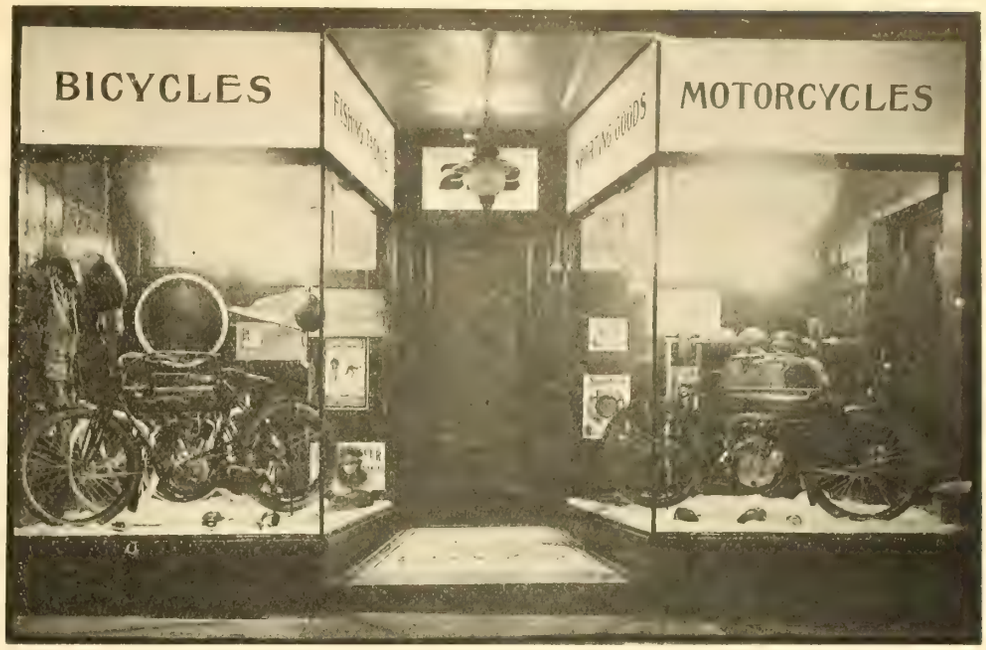
Mr. Holmes served as F. A. M. vice-president for the Pacific Coast District. He could not refrain from taking an active interest in the game, and has taken the agency for the Harley-Davidson at San Diego. He has retained the services of James Urquhart as right hand man.

Hasha's Records Were Bosch Assisted.

The Bosch Magneto Company is feeling pretty good over the slaughter of records by Hasha at Los Angeles, on February 11, as Hasha's new Indian racer was equipped with a Bosch ignition system. As one mile was covered at the rate of 92.78 miles per hour, the Bosch certainly showed great efficiency and reliability at tremendously high speed.

Birkenbach Will Handle Thor in Columbus.

Columbus, O., Feb. 12.—L. P. Birkenbach & Co., local agents for the Yale, announce that they have taken the agency for the Thor, formerly held by the Franklin Cycle and Supply Company.



NEW STORE FRONT OF JAMES MAYO, A READING, PA., DEALER
The store is located at 222 Penn street, and is also headquarters for Columbia and Iver Johnson bicycles in that vicinity

Late News About the Emblem.

Emblem motorcycles will be well represented at the automobile show which starts at Baltimore, February 20. These machines will be shown by F. W. Sandruck, who has just been apointed city agent in Baltimore by Henry Keidel & Co., Emblem distributors for the South. One of the features of the exhibit will be the racing machine which George Evans rode last summer when he broke the world's record (unofficial) for 100 miles on a dirt track.

Fred P. Ames, who has done much to popularize the Emblem in Kansas City, Mo., has moved from 1835 Benton boulevard, to commodious quarters at 2112 East 15th street. The move is coincident with his renewing for the Emblem agency this season, his old quarters having proved too small to adequately handle his growing business.

J. W. Kidd and his wife, who are well known as long distance tandem tourists, have moved from Oklahoma to Illinois, where Kidd has opened a garage at Fisher. He will handle the Emblem exclusively in his new location.

One of the new wideawake agents at Tacoma, Wash., is B. Paulson, who was recently appointed a sub-agent for F. M. Spinning, Seattle. Paulson last week made several deliveries of Emblems, and the initial shipment of 1912 models caught on so quickly that Paulson now has a standing order at the Emblem factory.

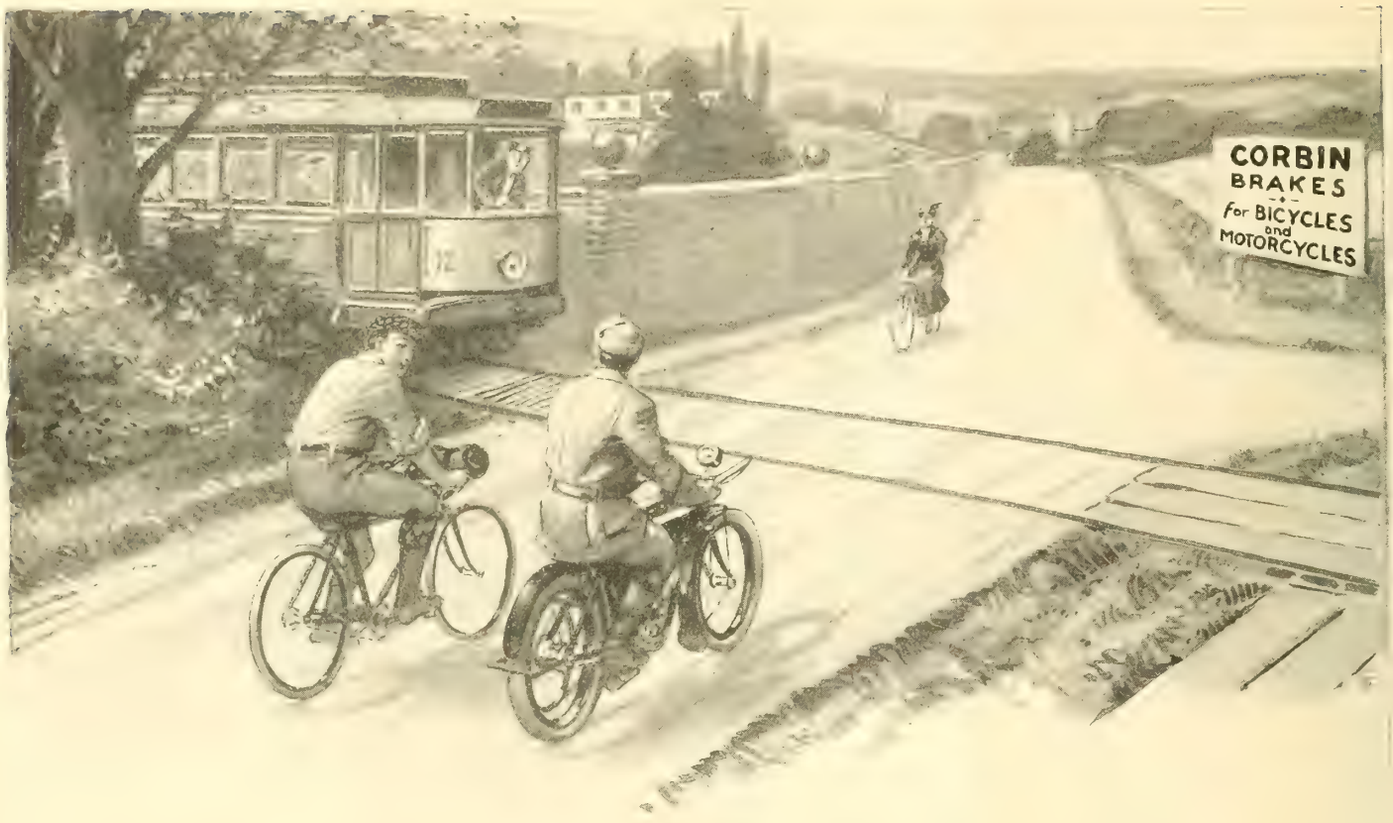
Fred T. Kerr has taken the agency for the Emblem in London, Ontario.

Thors and Excelsiors at Cleveland Show.

Cleveland, O., Feb. 14.—John Zucker, local representative for the Thor and Excelsior lines, will have the largest exhibit of motorcycles at the coming automobile show, which opens here on Saturday evening. Zucker has reserved 330 square feet and will display 10 machines. He will give as souvenirs small flags with the names of the machines on them.



EXTERIOR AND INTERIOR OF THE STORE OF A. H. PATTERSON, ONE OF THE LEADING DEALERS OF BROOKLYN, N. Y.



Ensure Safety and Absolute Control by equipping your machine with a

CORBIN BRAKE

¶ You then have the double satisfaction of knowing you have considered the safety and comfort of others as well as yourself. The Corbin Brake means Confidence, Reliability and Control. Accidents and collisions are prevented and the pleasures of the road are enormously increased.

¶ The Corbin Brake is located in the rear wheel hub and is operated by a slight back pedaling pressure. Your machine can be stopped instantly or slowed down gradually, according to desire or the need of the moment. Can be fitted to either belt or chain drive motorcycles.

¶ The Corbin Two-Speed Coaster Brake and Duplex Brake for bicycles are universally recognized as the standard. No cyclist can afford to ignore the Corbin.

¶ Corbin Brakes are sold by the leading hardware and sporting goods dealers everywhere. Specify CORBIN and insist on it. Any bicycle dealer or repair shop can fit it to the rear hub of your machine.

Write for free catalogue showing all models

THE CORBIN SCREW CORPORATION, New Britain, Conn.

Division of the American Hardware Corporation **Licensed Coaster Brake Manufacturers**

Western Office, 65 West Lake St., Chicago

"Saw it in Bi-World." Say that when writing to advertisers.

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NEW YORK, FEBRUARY 17, 1912

Olympic Fund Will Be Properly Spent.

When the plan for raising a fund for sending a team of bicycle riders to compete in the 200-mile road race, which is a part of the program of the Olympic games to be held at Stockholm, Sweden, next July, was first announced in these columns last October, it was the intent and purpose of the projectors of the plan to act in the capacity of a volunteer committee, working in perfect harmony with the American Olympic Committee, which is doing such creditable work in raising funds to pay the expenses of the American athletes who will compete in the events scheduled for other forms of sport.

For a time the real purposes of the projectors went astray for the reason that a mushroom organization, apparently without plans other than self-perpetuation, assumed to take charge of affairs, with the natural result—dissension and a tendency to work at cross purposes.

In another column the policy of this journal in regard to the Olympic Fund is stated at length. The fund must be under the control of the American Olympic Committee, and the "Bicycling World and Motorcycle Review" has been duly authorized by the representative of that committee to accept all contributions to the bicycle team fund, and acknowledge the receipt of same through its columns.

The National Cycling Association, which is the only cycle sport-controlling body recognized by the Union Cycliste Internationale, which in turn is recognized as the world power in cycling by the International Olympic Committee, will have charge of the preliminary tryouts of candidates for Olympic cycling honors.

The control of the fund and the final selection of candidates, however, rests with the team selection committee of the American Olympic Committee, and with the last named committee the manner in which the moneys shall be expended.

Live Opportunities in Foreign Fields.

By referring to this week's letter from our London correspondent as published in the news columns of this issue, corroboration will be found for the optimistic statements concerning general trade conditions as recently uttered herein. Further evidence along this line is the report of Germany's export business, which, in bicycles, motorcycles and components, in the year just closed, reached the grand total value of eighteen and a quarter million dollars.

Our own exports in the same period showed a gain of 29 per cent.—highly encouraging when is recalled to mind the far from flattering conditions which prevailed in our foreign trade two or three years ago.

The fields are there, and growing; our ability and capacity for production is established, and admitted, even by our strongest competitors. Therefore, let all, the manufacturer of bicycles, of accessories and motorcycles, join with the Motorcycle Manufacturers' Association in its expressed purpose of exploiting and developing other markets as well as the business at home.

Urgent Need of the Franchise Rule.

Just now the most important subject being considered by Federation of American Motorcyclists' officials is the racing track franchise problem. The demand by promotors for protection from encroachments on territory which they have developed as racing centers by the investment of their capital and otherwise, has resulted in the framing of a franchise rule by the F. A. M. which is a step in the right direction, but which falls short of the mark as it does not guarantee permanent rights.

Another cause for complaint against the measure as at present drafted, is that the franchise fee is altogether too high. The F. A. M. can set the fee at what it choose, without much well grounded criticism, as the official sanction is an asset the organization possesses which is marketable at whatever price it may elect.

The permanency of the franchise is, however, a matter of equity, to be governed by rules protecting both parties to the contract, and in exchange for the capital invested the promoter has a right to expect substantial guarantees of permanency of privilege as long as he fulfills the laws of the F. A. M. and his financial obligations.

Necessity for a franchise rule is evidenced almost daily, now that new tracks are being projected in almost every city of consequence in the country. At the present time there is in the hands of the competition committee a total of three applications for a franchise in a prominent motorcycling center in the East. All cannot secure the privilege, and were there no franchise regulations, and all should build tracks, all would also stand an excellent chance of bankruptcy through divided patronage and the higher cost of attractions.

Permanent franchises have worked well with organizations, notably the base ball leagues, and the National Cycling Association has a franchise law that is a model for brevity and clearness, and one that has worked well for ten years. It is to be hoped that the F. A. M. will soon reach a satisfactory conclusion on the matter, as there is a crying need for a broad and liberal franchise law at once.

A locomotive is driven 100 miles or so and is laid aside, a groaning mass of metal, for a relay to take its place. But your motorcycle plugs on hour after hour, day after day, without proper care and attention, and the average rider wonders why it should require adjustments and repairs. Learn the construction of your motorcycle, study its mechanism, acquaint yourself with the duties of its parts and know the "whyfor" of everything about it. Then your motor troubles will cease.

MOTORCYCLE DOINGS "ACROSS THE POND"

Unparalleled Prosperity of the Motorcycle Trade in the British Isles – Tourist Trophy Races June 27 and July 1—Board Track Fever Reaches England —Collier May Visit America—More About the Popular Side Car.

London, Feb. 9.—Things here are in a more healthy state than the most sanguine of us had ever hoped for. The latest returns show the number of machines actually on the road to be something like 90,000, an increase of about 20,000 over the corresponding figures last year. Included in this total, of course, are an enormous quantity of sidecar machines, sociables and three-wheeled runabouts, which are registered as motor-bicycles. The leading manufacturers are absolutely filled up with orders and delivery cannot be given in a number of cases until the spring of 1913. The average date for delivery, however, is about August or September. In fact, everything points to a repetition of the great push cycle boom and the next few years should be an absolute heyday for the motorbicycle business here. Added to this, a strong colonial and continental business has sprung up, and there is no means of meeting the demand of this new life which has been infused into continental motorcycling, which has been dormant for some years.

Tourist Trophy and Other Races.

The number of clubs throughout the country is being augmented very quickly and the consequent increased activity on the road is very marked. The program of competitions, which have already been notified to the Auto-Cycle Union, the governing body, is prodigious. The principal events, of course, are the Tourist Trophy races and the Six Days Trial, of which the Auto-Cycle Union is the organizer. The dates for the Tourist Trophy races have now been definitely announced, as follows: Junior Race, June 28, and Senior Race (which was won last year by O. C. Godfrey, riding an Indian, which machines were also second and third), July 1. The A. C. U. has fixed the engine capacity limits for the Junior race at 350 c.c. and the Senior race at 500 c.c., in both cases for any type of engine. Permission has been granted by the Tyndwald Court for the race to be held in the Isle of Man, over the same course as last year, viz: Start at Woodlands, Quarter Bridge, Ballacraine, Kirkmichael, Ramsey, Smallfell mountain, to the start, a circuit of about 34 miles. The actual distance of the races has not yet been fixed. Practising will probably take place for ten days prior to the first race, each morning up to 7 A. M., as hitherto. It may be mentioned, however, that three Matchless, three Blumfield and about four others have already been entered and lively contests are promised. It is a generally expressed hope here that some American riders will come over for the race, and the motorcycling public would be delighted if Jake DeRosier honored them with a return visit.

Further to accentuate evidences of increased activity on the road, it is really remarkable the number of all-the-year-round riders there are here. Out on the Great North Road last week end, there were never seen more awheel, even on the finest summer days than were out on this occasion, notwithstanding the fact that in many districts snow was inches deep and the day was bitterly cold. Many clubs have also held 24-hour reliability trials recently, and the entry list has been very heavy in each case. The reliability of the machines under these exacting circumstances is also an eye opener.

And Now Comes the Saucer Track.

There are several proposals afloat to construct saucer tracks, similar to those in vogue in America, which, no doubt, to a large degree have been prompted by the glowing tales of the enormous crowds which frequent the saucer tracks on your side. The promoters here have visions of crowds somewhat resembling those to be seen at our football matches, but the public will take some little time to educate up to this. At the moment negotiations are proceeding for a track in the Midlands, probably in the Birmingham district, where a good track exists on the Aston Villa Football Club ground, and which could be rebuilt to suit high speeds, and another in the Manchester district, either or both of which may or may not fall through.

Talk of Collier Racing in America.

In this connection I may as well mention that the English champion, C. R. Collier, has been seriously considering an alluring offer to pay a visit to the States, and race on your saucers. Collier, however, is anxious to make amends for his misfortunes in the Senior Tourist Trophy Race last year, when he ran second, and was afterwards disqualified. In view of the close proximity of the races he will probably postpone his visits until the autumn. At any rate, American sportsmen may rest assured that Collier will show himself to be a man of mettle, and his position as English champion is undisputed. De Rosier is the only rider who has seriously extended him and the series of three matches which were held at Brooklands last year were somewhat unsatisfactory, in view of the fact that in two of the races both riders experienced machine troubles in turn, but I do not doubt that Jake would have won the rubber. As you probably know, however, Collier, immediately after Jake's departure, made an attempt on the records he set up here and shattered them to a lively tune. Collier should prove an immense draw and be value for money. At any rate, if Charlie does not go to the States this year, Jake or any other rider would be only too welcome here, and I think Jake can testify to the good time he had at our hands. By the way, we are anxiously watching to see of young Carville, who is now in the States, acquits himself well. Carville was the first single cylinder private owner to finish in the Senior T. T.

Strong Agitation Against Noise Demon.

We are informed by Billy Wells, the popular manager of the Indian depot here, that in future his company will only sell machines on the English market which are fitted with silencers, minus a cut-out. This is very gratifying news, because a strong agitation against the noise demon has been going on recently and the local Government Board has now come on the scene and drastic regulations may result. In the meantime, many riders are quaking in their boots. However, I am pleased to see the lead taken by the Hendee Mfg. Company, because cut-outs have become universal and are a standard fitment of all the big makers. In the hands of the unscrupulous few, the nuisance has caused a lot of heartburning to the general public, and to thoroughly popularize the sport and kill prejudice, things must alter.

Export of Sidecars to United States.

An order for a large consignment of sidecars has been placed with an English manufacturer for shipment to America. This appears rather odd, especially in view of the tariff on your side, but there can be no doubt that American manufacturers have not given a thought to sidecars, which have been in vogue here many years, and are swarming upon our roads. Neither have I heard or seen anything emanating from the States resembling our A. C. sociables, Morgan runabouts, and our various makes of four wheel monocars and autocars. Hordes of motorcyclists have, for the past few days, obtained access to the various skating centers in the country, and especially within riding distance of the metropolis, on their machines, and your correspondent is just off himself, after catching the mail, for a ride and a Lokall. The ice is in good condition everywhere and this will be a regular skaters' "week end."

Bakersfield, Cal., Feb. 12.—Officers for the Bakersfield Motorcycle Club, for the present year, elected at the recent annual meeting are: President, C. P. Clark; vice-president, J. F. Dunlopp; recording secretary, P. C. Taylor; treasurer, D. F. Lightner; captain, L. C. Dunn.

Interesting Features of the Chicago Show Exhibits

As was announced in these columns last week a large portion of the descriptions of the motorcycle and sundries exhibits at the Chicago show went astray in the mails, necessitating their publication in the present issue. They will be found to be of more than passing interest to the buying and riding public and are earnestly commended to the reader's careful attention.

WAGNER.

Wagner Motorcycle Co., St. Paul, Minn.—Two machines; both singles.

Representing the Factory — Edward Worthington, Frank R. Campbell.

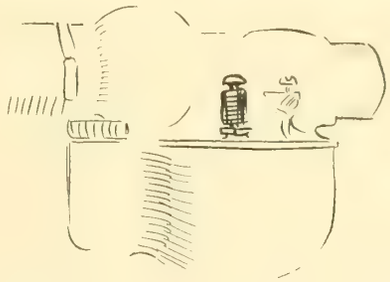
Exhibited at a 1912 Show for the First Time; Changes Since First Announcement For This Season—Double independent control of the clutch and belt idler has been adopted, permitting a free engine without disturbing the belt tension.

Some Features of Which the Makers Are Proud—Wagner always has been an advocate, and a strong one, too, of the diamond loop frame, and the twin fork. The latter now has been increased to a triple construction, being exclusive in this respect. Stress is laid on the low and well forward motor position, giving an even weight distribution on both wheels, and low gravity center, with ability to "hug the road."

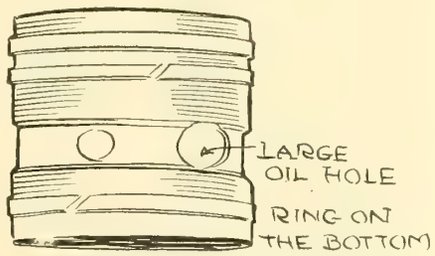
Although the magneto is of the protected type, its mounting back of the cylinder renders it doubly immune from derangement by mud and water. On no other machine is the front guard extended so far forward, its midway point being at the fork crown. It is supported by double braces. Wagner continues to build his fuel tanks of copper. No simpler hanger adjustment seems possible than the sliding bracket which carries the cranks and rides on the stays.

No separate lugs are used in the rear pulley assembly, both pulley and lugs being an integral stamping. No flanges are used, the outer face being crowned in the center to hold the belt, and is faced with endless lagging. Although many other machines employ a Schebler carbureter, only on the Wagner it is found with a priming "tickler" on the float chamber. Generous wearing surface in the ball and socket joints of the grip control obviate the necessity for frequent "take-up" of play.

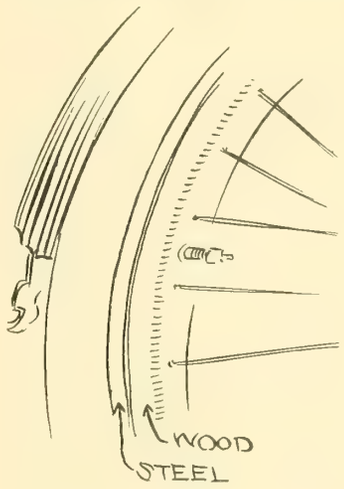
This machine is one of the few which has an extra ring at the bottom of the piston, to hold the oil on the piston walls after it has been splashed up. The piston walls are drilled to allow the oil to find easy access to the cylinder bore. Another advantage of the lower ring is that it furnishes a bearing on the cylinder for the bottom of the piston, eliminating any "slapping" tendency ,and also forming a generous pocket for an oil film on the piston wall.



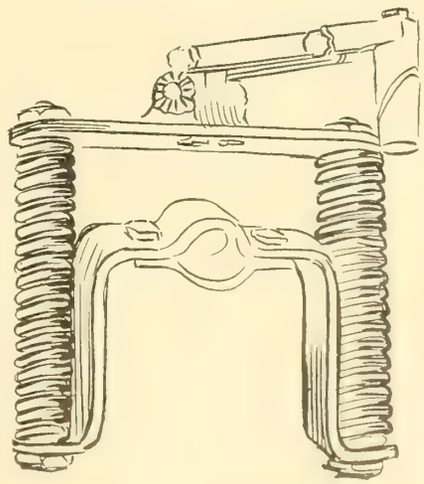
Wagner Had the Only Schebler Carbureter With a "Tickler"



Wagner Piston With Lower Oil Ring



Yale Double Rim—Wood and Steel



Yale Spring Seat Device

Separate magneto control by frame lever leaves the valve lift grip free for that function, so that the motor may be cut out temporarily by lifting the valve, without changing the spark timing, and necessitating constant acceleration. The throttle is controlled by the other grip. While the 4-horsepower model will be the leader, it differs from the 3½-horsepower member of the family, only in the motor. The latter machine, which was the standard model for three years, remains unchanged from last season, and is fitted with either flat or V belt. One of the sure to be appreciated refinements is the metal toolbox equipment of shelves and lock.

YALE.

Consolidated Mfg. Co., Toledo, O.—Four machines; two twins, two singles.

Representing the Factory—A. B. Coffman, H. M. Baird, D. J. Welch, A. S Clausen, Robert Hines.

Changes or New Features Since Last New York Show—Yale machines now are more comfortable riding than ever before, through the adoption of the Y-A spring seat device which will be standard equipment on all models. This is the Adams shock absorber formerly manufactured by O. L. Adams, Denver, Colo. The manufacturing and selling rights have been acquired by the Consolidated Mfg. Co., and when the demands of regular models are filled, the device will be retailed at $5. It may be applied to any make machine. Increased wheel rigidity and freedom from dented rims is obtained by splitting a steel rim, slipping it over a wooden one of suitable size and building the wheel with double rims. This equipment will be on the twins only.

Some Features of Which the Makers Are Proud—Long stroke motors, and horizontal cylinder flanges are Yale earmarks. This machine is one of the few which does not employ the camel back sloping frame, but nevertheless the desired low riding position is obtained in another way. Further liberality in equipment is to be had in the fitting of Eclipse clutch and 2¾-inch [illegible] as standard on all models. The clutch and idler control are by separate [illegible]. This year mechanical pump lubrication [illegible] adopted on the twins. [illegible] duced by the fitting of priming cups on the cylinders. Safer [illegible] the extension of the [illegible] dlebar, giving a three stem fastening. The

mud guards are unusually wide, four inches. Changes in the grip control now permit the grip to be set to hold the valves open without continuous hand pressure.

HARLEY-DAVIDSON.

Harley-Davidson Motor Co., Milwaukee, Wis.—Four machines; two twins; two singles.

Representing the Factory—Walter Davidson, Arthur Davidson, William Davidson, William S. Harley, S. L. Crolius, H. S. McCusker, Arthur Johnson, H. W. Haskell, W. F. Kleimanghagen, George Puls, Albert Stansbury, R. H. Evans.

Changes and New Features Since Last New York Show—None.

Some Features of Which the Makers Are Proud—Foremost in the batch of improved features embodied in the new Harley-Davidson is the "ful-floteing" seat. Its function is to segregate the rider from the road shocks transmitted to the machine, and that it attacks the vibration bugaboo from a vulnerable point, is indicated by its influencing several other makers to offer closely similar devices. While the Harley-Davidson free wheel is but a distinctive term for a clutch, it is the only component of this sort which is mounted on the rear hub. Furthermore, it is the largest motorcycle clutch used, which is not wholly surprising, for its location permits of the use of larger construction than would be possible on a motor shaft or jackshaft.

Cleanliness is another of the desirable features, particular pains being taken to enclose all moving parts which are lubricated, and also to retain the oil where it belongs. Front and rear guards also are extra long, and are fitted with side fenders to arrest the portions of mud and water which usually escape past the ordinary guard. Silence has been obtained to an unusual and gratifying extent by the use of large exhaust pipes and muffler. The twins will carry 2¾-inch tires all around as standard equipment. The chain drive twin, which still is very young, of course, has lost none of the unusual interest engendered in it by reason of it being the first member of the family to use other than belt transmission.

HENDERSON.

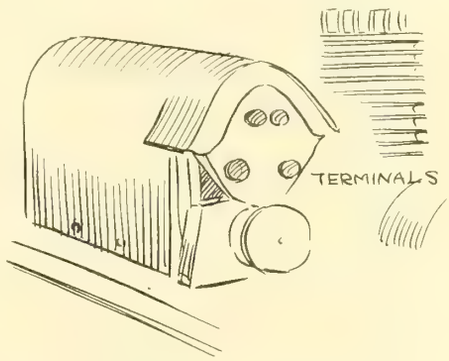
Henderson Motorcycle Co., Detroit, Mich.—One machine; four cylinder.

Representing the Factory—T. W. Henderson, H. K. Davis.

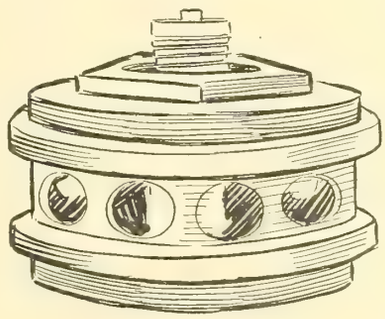
Changes or New Features Since the Last New York Show—Metal housing attached to magneto.

Some Features of Which the Makers Are Proud—Automobile engineering practice has been adopted lavishly in the Henderson. The motor is distinctly of the car type, and embraces mechanical valves, auto magneto with maximum retarded spark, and large flywheel. An Eclipse clutch permits the motor to be started by a crank, which folds when not in use. The final drive from the jackshaft is by direct roller chain, enclosed entirely.

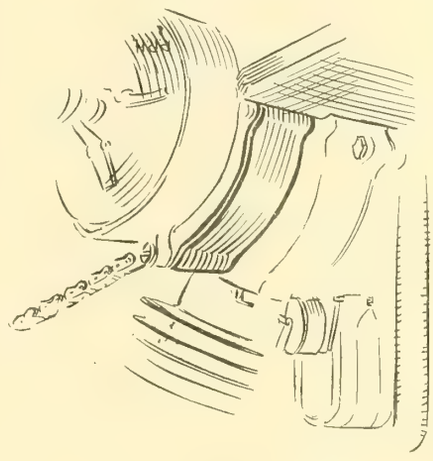
By the use of an underslung frame construction a low center of gravity, and low riding position are obtained. No pedal cranks are fitted, the brake control being versed in a pair of push pedals on the footboard, either working independently of the other. The control is standard save that



Henderson Housed Magneto



New Emblem Inlet Cage



New Era Chain Guard

the grips are ratchet retained wherever set, an original feature.

Among other things the machine is the longest on the market, having a 65-inch wheelbase. Silence and flexibility are claimed to be obtained in a rare degree from the motor. One of the most interesting features is the double seating accommodations, a detachable saddle being mounted on the top frame bar in front of the operator. A cross truss in the handlebar and footrests on the forks, are provided for the use of the front passenger.

IVER-JOHNSON.

Iver-Johnson Arms & Cycle Works, Fitchburg, Mass.—One single cylinder machine.

Representing the Factory—T. L. Bird.

Some Features of Which the Makers Are Proud—Although this machine participated in the Buffalo tour last July, it made its first formal appearance at the Chicago show, coming in late on the opening day. It was an eleventh hour exhibitor, not having been booked in the official list of motorcycle exhibitors. Made in a single cylinder, 4½-horsepower model, only, the Iver-Johnson is built on distinctly original ideas. In the motor, naturally the most novelty is to be found. The valves are mechanical, set side by side and interchangeable.

The valve stems are encased in sliding sleeves so that the exhaust flame does not touch the stems themselves, a feature to be found on no other motor. It should make burnt-out valves unknown. There are but two gears used in the motor, and both are of the worm type. The camshaft also drives the magneto, running fore and aft in a housing on the right side of the motor. The cams are forged integral, and this shaft carries a worm meshing with that on the crankshaft. The magneto coupling is a slotted dog, and there is a clever micrometer sleeve adjustment for setting the magneto at any point desired. The standard setting is marked prominently on a graduated scale. The timing may be changed by removing one screw and loosening another.

Very large crankshaft bearings are used. The shaft wearing surfaces are hardened sleeves pressed on machined steel bosses which are not hardened. This construction is claimed to make for very long lived bearings. Handlebars are built of four-ply tubing at the center, tapering to two-ply at the grips. They are locked by clamp and expander. Other interesting points are the automatic stand, T thumbscrew belt adjusters, drilled belt unit disks for quick repair, and an ingenious clutch without screws, and entirely demountable by hand.

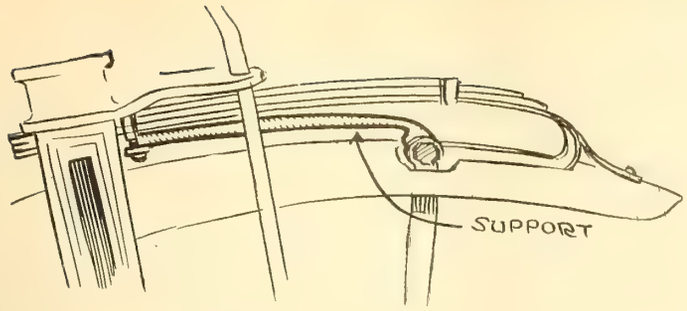
MINNEAPOLIS.

Minneapolis Motorcycle Co., Minneapolis, Minn.—Four machines; three pleasure models, one delivery van. All singles.

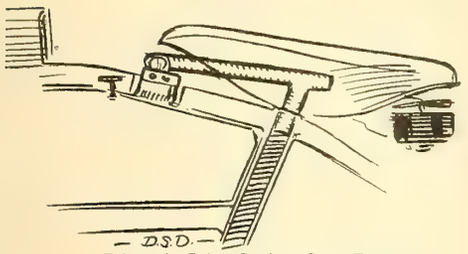
Representing the Factory—J. M. Michaelson, C. B. Knudson, J. B. Ralph.

Changes or New Features Since the Last New York Show—The Minneapolis Company sprang a big surprise by announcing its intention to return to the twin cylinder field with a machine carrying a Spacke motor. The latest member of the family was not ready to make its bow at the show. It will carry a 10-horsepower rating, higher than any other twin, and will be driven by a flat belt, and will be built in two types, a rigid frame model, listing at $275, and with a spring frame, at $290.

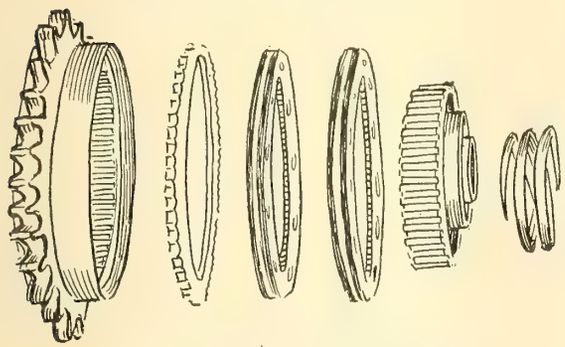
Some Features of Which the Makers Are



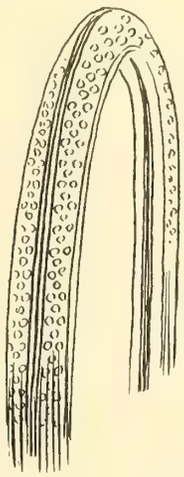
Emergency Link on Excelsior Cradle Fork



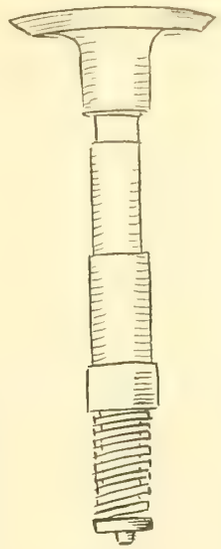
Edwards-Crist Spring Seat Post



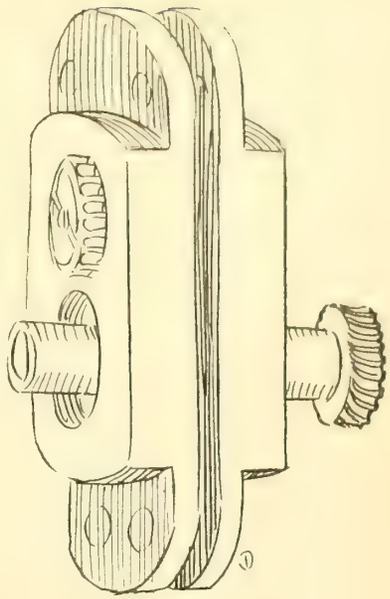
Details of Spacke Clutch Assembly



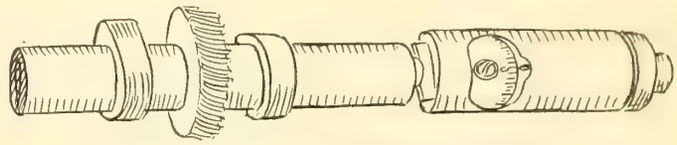
Goodyear
Blue Streak
Racing Tread



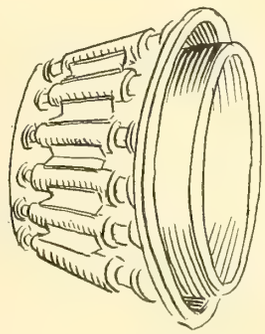
Iver Johnson
Valve Stem
Protecting Sleeve



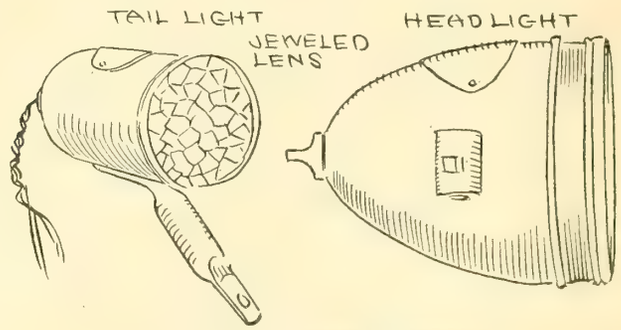
Iver Johnson Crank Shaft



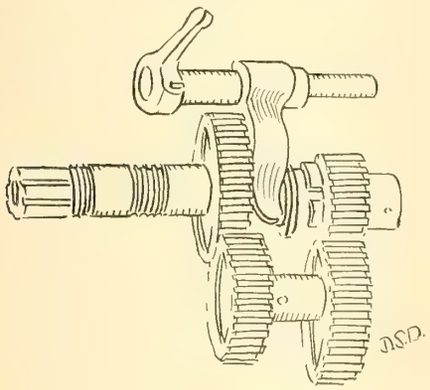
Iver Johnson Micrometer Magneto Adjustment

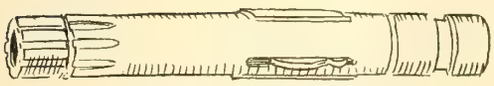


Timken Hub Bearing

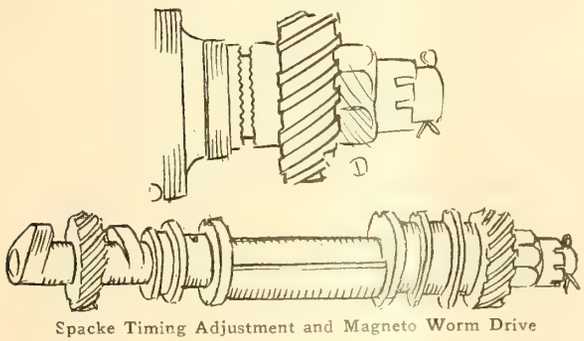


Vesta Electric Head and Tail Lights

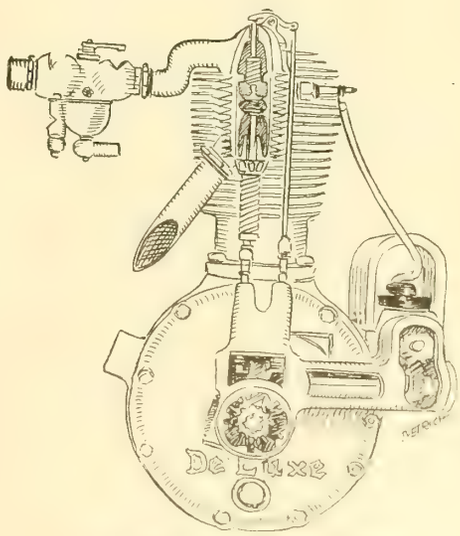




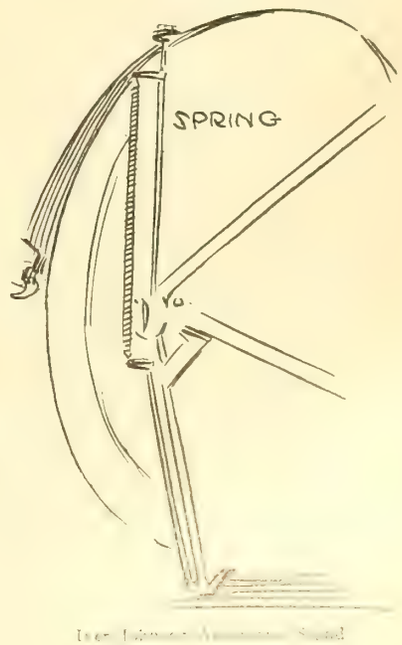
Details of the Spacke Two-Speed



Spacke Timing Adjustment and Magneto Worm Drive



Spacke Motor (De Luxe) in Section



Some Mechanical Features Revealed at the Recent Chicago Show

Proud—For the coming season the spring frame pleasure model, and the delivery van will be the leaders of the Minneapolis line. Discovering that the buying trend was running strongly toward twins, the company prepared to meet it by deciding on the production of a high-powered two-cylinder machine. Interest already shown in the delivery van is so great that the company will concentrate to a considerable extent on turning out this model. It is fitted with the regular Minneapolis 5-horsepower single cylinder unit power plant. The carrying capacity is 300 pounds exclusive of the operator, and the maximum speed rating is 30 miles.

To the Minneapolis people belongs the credit for being first to offer a belt drive model with two-speed gear. Of course, the use of the reducing gears implies that the driving pulley is mounted on the countershaft, permitting the use of unusually large front and rear pulleys, a combination conducive to low belt speed and large contact surface. This year the Minneapolis joned the spring frame colony. The mechanism is contained in a large spring cartridge hinged to the rear stays and hanger bracket. The distinctive feature of the device is that but one spring is employed, it being fastened at both ends with a plunger centrally located in the coils so that both a compression and tension action is secured.

INDIAN.

Hendee Mfg. Co., Springfield, Mass.—Six machines; three singles, two solo twins, one twin with sidecar.

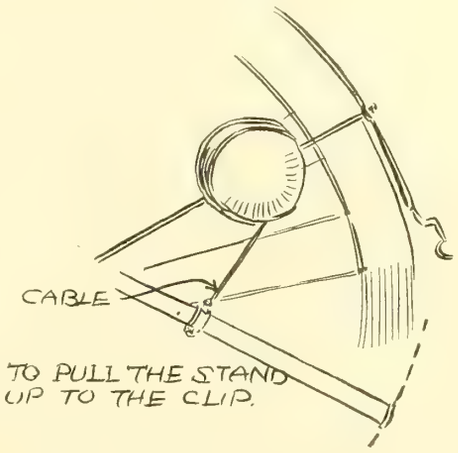
Representing the Factory—George M. Hendee, Oscar Hedstrom, F. J. Weschler, R. W. Ellingham, Charles Gustafson, Sr., P. B. Whitney, Roy Bowser, P. S. Newell.

Changes or New Features Since Last New York Show—None.

Some Features of Which the Makers Are Proud—There are, among the 32 new improvements in the 1912 Indians, several advanced features to be found or no other machine. Among these may be mentioned the foot starter, and tank priming gun for easy starting, both of which have a close relation. It may safely be said that the foot starter is entitled to share honors with any other contending improvement as the greatest motorcycle development of the year just passed. Although it has no other advocates at present, the time is coming when it will receive hearty recognition, just as the automobile self-starter has this year at last come into its own.

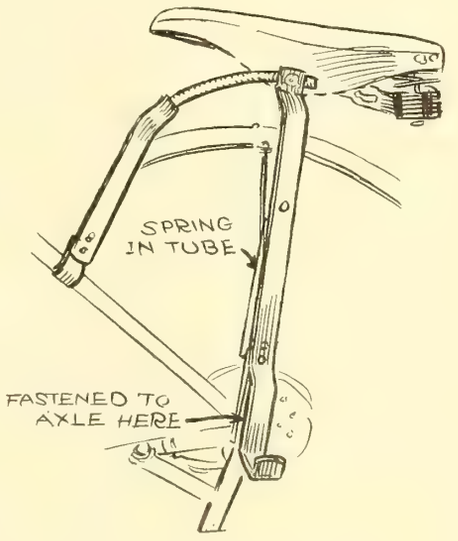
None seriously will contend that the new T. T. models are other than the last word in present day motorcycles. They bear the same relation of the ordinary machine, as does the luxurious six-cylinder motor car to the four. No such advanced type ever before has been built, and the rider who wants style, speed, and all the fitments which go to make touring more enjoyable will find in the T. T. Indian perhaps the highest expression of the motorcycle art.

While many features common to the Indian have been adopted on other machines, the makers of the Indian modestly lay claim to having originated such features as the multiple jet carburetter, foot-starter, grip control, overhead valves, muffler tail pipe and scroll leaf fork. The Indian always has been a handsome machine, and although the additional mechanism adopted in recent years, has been considerable, the engineering staff has been successful in retaining the "classy" lines which ever have made the machine much admired in any company.



Edwards-Crist Automatic Stand Lift

From the inception of the industry, the Hendee Mfg. Co. has been a stanch supporter of the chain drive, even when the belt was on the top crest of its popularity, and now when other leading belt advocates are adopting the chain, its most loyal supporter extracts considerable gratification from the trend. The Indian mechanical oil pump is one of the few that survived, and on this make also, was the clutch first offered as standard equipment. Knockout axles, front and rear, roller bearing hubs, double brakes, protected magneto, ball bearing transmission and wonderful flexibility are other prominent specifications which mark the path to Indian perfection. The Indian output for the coming season will be 15,000 machines, of which 10,000 will be twins, and the balance singles.



Edwards-Crist Tandem Attachment

Edwards-Crist Mfg. Co., Chicago, Ill.—Sixten machines; nine twins, seven singles

Representing the Company—Jesse Edwards, R. C. Crist, C. A. Leander, G. A. Wiswall, Charles Anderson.

Features of the Exhibit—This concern, who are Chicago retail distributers for the Indian, and the largest motorcycle dealers in the city, maintaining six branches, was the only exhibitor showing motorcycles in the Armory. It was prominently located in the gallery, and had the largest space and the largest display of motorcycles in the show, an unprecedented thing for a local agency. Sixteen machines were staged, including every Indian model, in all catalogued colors, and with numerous accessory attachments which the concern handles.

EXCELSIOR.

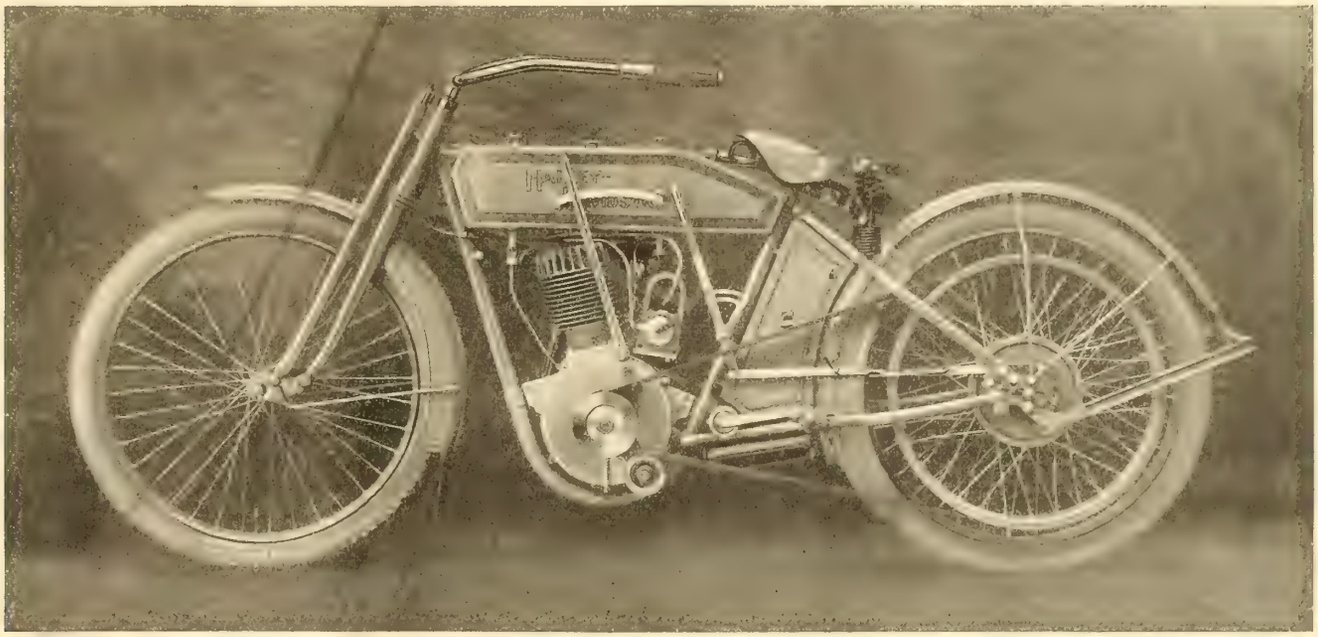
Excelsior Motor Mfg. & Supply Co., Chicago.—Six machines; three singles, three twins.

Representing the Factory—H. N. Kirk, A. G. Lyon, G. Haines, A. H. Davis.

Changes or New Features Since the Last New York Show—Several alterations and additions were made in the Excelsior line in the interval between the New York and Chicago shows. On the twins an auxiliary hand oil pump was added. On all models, both the gasoline and oil needle shutoff valves, heretofore located on top of the tank, were removed to the under sides just adjacent to the fuel outlets, leaving the top of the tank free from mechanism. An important change in the cradle fork is the introduction of an emergency safety link extending beneath the scroll leaves from the fork crown to the forward upright leaf support. Its function is to prevent the forward upright dropping forward should the mainspring break. On the cradlespring fork models, the front guard now is made in one piece with flared sides to more fully protect the rider from mud and dust. The new tank monogram also is used, and the Bosch enclosed magneto will be regular equipment. A roller pedaling chain, interchangeable with the long motor drive chain also has been adopted.

Some Features of Which the Makers Are Proud—Excelsiors now may be had either with chain or belt drive. The chain models are brand new, and use the double drive system with countershaft reduction. A multiple disc clutch is mounted on the countershaft, and also serves to compensate for jerks in the power stream. A cradle spring fork is another construction heretofore foreign to this make, as also is the cushion spring seat post. On the belt models the clutch and idler control is ingeniously centralized in one lever.

Another Big Day



ON February 2d we reached the high water mark for the number of orders and contracts received in one day.

Following perhaps as a natural and logical sequence to such a big day for our Sales Department, Wednesday, February 7th, proved to be the largest day we ever enjoyed in the production end of our business.

On that day we shipped just 91 machines, more than we ever shipped in one day in our whole history before. Enough said—you see we are still growing.

Harley-Davidson Motor Co.

Milwaukee **Wisconsin**

Forgings are used extensively, and copper tanks have the call, also. Excelsior motors have an enviable reputation for silence, balance, and smoothness of running. The connecting rod carries roller bearings on the big end. Another innovation exclusive on this machine is the trussed handlebar, forming a convenient mounting for a watch holder, lamp or speedometer, as well.

THOR.

Aurora Automatic Machinery Co., Chicago, Ill.—Four machines; three singles, one twin.

Representing the Factory—E. J. Knight, F. D. Freeman, E. W. Matthews, J. McKenna, M. J. Graves, D. J. Korp, assisted by 10 Chicago sub-agents.

Changes or New Features Since Last New York Show—None mechanically. The 4-horsepower magneto single has been reduced $25, now listing at $200. A similar reduction has been made on the twin, which now is in the $275 class.

Some Features of Which the Makers Are Proud—Thor was the first American machine to use the undergeared roller transmission, which later gained other advocates. The makers also have recognized the call for comfort and respond with a spring seat post, of the hinged link type. In no other make using a clutch and two-speed will be found centralization of their control in a single lever. Not only does this system eliminate an extra lever from the control group, but it also possesses the great advantage of "thinking" automatically and surely at all times, and preventing the ruining of the change gearset by attempting a speed change with the clutch in engagement. The clutch is first released before a gear ratio is changed, and engages again when the new ratio is connected.

Another method of wooing riding comfort is tried by the fitting of 2¾-inch tires all around on the "five" and "seven." Furthermore these models are built to take three-inch tires, and still have one inch frame clearance. The top frame bar is dropped sharply at the seat cluster, giving a very low riding position; in fact, the Thor folks claims the lowest saddle position.

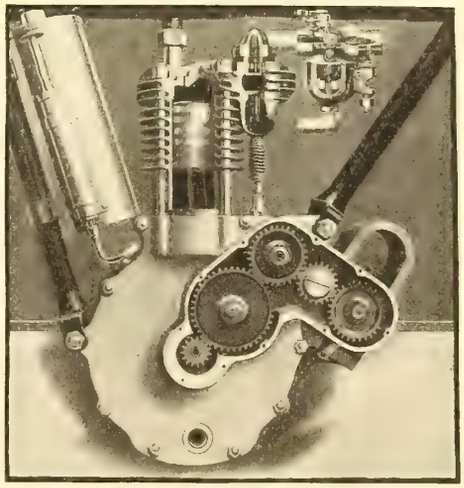
Wide guards to keep the mud and water off that handsome white finish, are very appropriate, and ample clearance space between tires and guards eliminates clogging of mud on bad roads, and possible injury to the tread. Thor riders will loll on the new Troxel saddle this year. It has spiral telescoping springs, which will not bottom, and consequently should give a Pullman car riding sensation.

EAGLE.

Eagle Motor Co., Chicago, Ill.—One single cylinder machine.

Specifiations—At the local branch of the American Motor Co., one model of the Eagle was displayed. It may be said to be a composite machine incorporating the most prominent features of two well-known makes. The Eagle is rated at 5-horsepower and lists at $225. It mounts a double truss keystone frame with sloping top bar. The fork is of the leaf spring type. Motor is set upright, the dimensions being 3 5-16 x 4, and the inlet valve is automatic. Bosch ignition is used, and a Schebler carbureter furnishes mixture.

Lubrication is by hand pump, from a 1½ quart tank The gasoline tank holds two gallons. Transmission is by a 1¾-inch flat bolt, with an idler for obtaining a free engine. The rear guard is detachable, and an automatic stand is fitted. Other equipment items include Mesinger saddle, Standard pedals, Eclipse brake. The finish is French gray with deep blue panels. The weight is given as 185 pounds. A 9-horsepower twin using a Spacke motor, shortly will be offered.



M-M MOTOR, SHOWING MAGNETO GEAR

M-M.

American Motor Co., Chicago Branch, 2724 Michigan Ave.—Three machines; two singles, one twin.

New Features or Changes Since the Last New York Show—None.

Some Features of Which the Makers Are Proud—At his handsome store on Michigan avenue, Manager Guy M. Greene, of the local branch, held a private show of the M-M models. Ninety degree twin cylinders always have been an exclusive earmark of this make, as also is the eccentric magneto drive. The motor has a three-point support, and is quickly demountable. Spark control is by a separate lever, which is not distributed when the sequence of explosions temporarily is cut out by raising the hand compression release. The automatic stand originated with the M-M folks, and they also were first to adopt the leaf spring fork. No other gasoline tank has a floating suspension on central points as has the M-M reservoir, which incidentally is a seamless brass tube with cast brass headers brazed in. Chains on the filler caps prevent their becoming lost if unscrewed. The muffler is unusually large, and is fitted with a cut-out. Quick and simple pedal chain adjustment is provided by a sliding hanger.

A Few Faint Echoes of the Show.

The lobby of the New Southern was a pretty dull place Sunday afternoon, the day after the show closed. That is it was until a party of live spirits composed of Squier and Bradford (Flanders) Newell (Indian) and Krackowizer (Schickel) wandered in Krackowizer, (Little Nemo of the Eastern Tour, by the way) sat down to write some postals, and the others ensconced themselves in a settee near the door. Finally, one of the party—it wouldn't be fair to say who, for the victim is bigger than any of the conspirators—motioned to a bellboy and instructed him to page "Mr. Jug O. Whiskey." With solemn face the page received his orders, but could not fathom the name until it was written on paper for him. Then with the apparent innocence of a babe he paraded around the lobby calling "Mr. Jug O. Whiskey." On the second announcement of the name the clerk, 'phone operator and others of the staff, as well as the guests went into esctacies of hilarity, ditto the conspirators. Finally the victim put a stop to the fun by flagging the page, and then resumed his post-carding more vigorously than ever. It was great while it lasted.

Squier is some recitationist of the classics, as a very select audience who were admitted to his room Sunday afternoon, discovered Krackowizer was the only one who did not appear to appreciate the entertainment, and annoyed others by turning out the lights, telephoning for the firemen and police, and finally ordering several feet of Blue Ribbon.

Spotswood, of Mobile, Ala., is some snoozer. He found the New Southern full one night, and was too tired to go elsewhere, when a certain scribe came along and invited him to occupy his (the scribe's) bunk as he was going to play the Underwood march all night. Spotswood accepted, saying he did'nt care if someone played a dynamite reel, and promptly slid into Dreamland with the bright lights shining on him, and the music of the Underwood typiola ringing in his ears. He came to at 8 A. M., perfectly rational.

Those who tried to obtain a few passes, will admit that a feat performed by "Thor" Freeman, Thursday, was nothing short of a modern miracle. Using nothing but his silvery tongued oratory he persuaded the ticket taker to pass a delegation of 53 employes from the Thor plant who came up to look over the show.

The Indian factory delegation arrived Monday. It was composed of George M. Hendee, the "Big Chief," Oscar Hedstrom, F. J. Weschler, R. W. Ellingham, and Charles Gustafson, Sr. Weschler was the only member of the party who stayed to the finish.

Motorcycle Sundries That Were Shown at Chicago

Chicago ,Feb. 12.—Comparatively few new things in the motorcycle sundry line were uncovered at the Colisem show. Practically all of the well-known makers of standard goods had their wares on display, and were reinforced by newcomers who showed accessories recently developed. Among the devices which were on show for the first time may be mentioned a spring seat post, applicable to any make of motorcycle using a "camel back" frame, an automatic stand pickup of the spring barrel type, enameled lamps matching the finish of the machine, several styles of acetylene tail lamps with number brackets, standard rims taking three sizes of tire, and an exhaust whistle operated by cable from the grip.

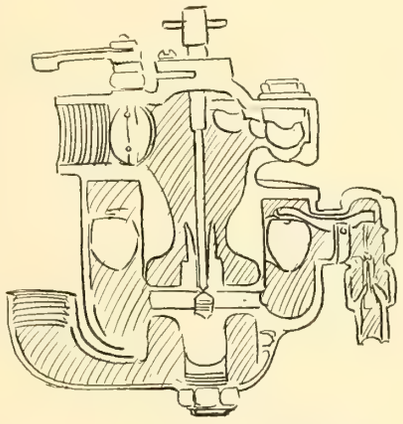
Accessory makers were divided into three camps, in the Coliseum proper, the Coliseum Annex and the Armory, respectively. Those in the Annex were chiefly manufacturers who concentrate on motorcycle sundries. At many of the stands the usual demonstrations of the operation of various devices were given, such as speedometers, magnetos, lamps and shock absorbing devices. These working models always are a valuable educational feature of the show, and make clear to the motorcyclist, the construction and operating principle of the numerous articles offered to make riding more enjoyable. At other stands, where, for divers reasons, it was not practical to show the product in actual operation, sectioned models told their silent story. The exhibitors of motorcycle accessories during the second week, and the nature of their products were as follows:

Atlas Specialty Mfg. Co., Chicago (Motorcycle Clothing and Sundries)—Knee and hip leggings, puttees, motorcycle covers, tool rolls, skirt protectors, lamp covers, hand shields, magneto covers, inner tube bags, luggage bags, tandem attachments, acetylene tail lights and automatic stand clips are some of the numerous products of this concern. The stand clip is universal and is operated by light foot pressure, eliminating bending, also soiling the hands. The tail lamp has a white front lens, so placed at the top as to illuminate the number bracket.

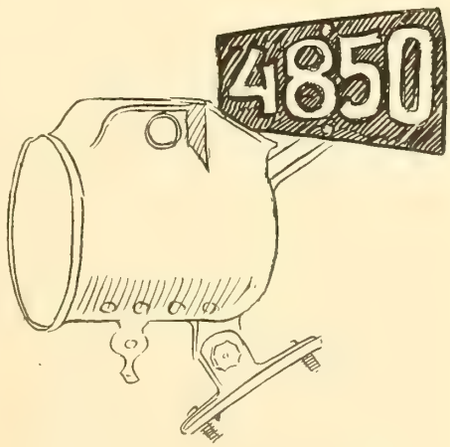
Auto Parts Co., Chicago, Ill. (Accessories)—In addition to a standard line of sundries applicable to motorcycles, this firm showed something out of the ordinary in exhaust chimes. The tubes are square and are banked in four units. Another novelty exhibited was a piston ring in two sections, with two slots which are overlapped, a construction claimed to prevent scored cylinders and carbonization and to retain compression indefinitely.

Ajax-Grieb Rubber Co., Trenton, N. J. (Ajax Tires)—Ajax motorcycle tires are distinguished by the diamond anti-skid tread, and are made in 28 inch diameters, in quarter sizes up to and including three inches. In selecting a tread, the object sought was to prevent skidding in any direction, which resulted in the development of the diamond blocks, and crossing the corrugations, to give full road suction.

American Bronze Co., Berwyn, Pa. (Bearing Bronze)—Adulteration of lubricating oils by the disintegration of bearing metals in fine particles, and their abrasive action on reciprocating surfaces, is claimed to be the chief cause for wear in motors, and the more or less frequent seizing and grinding out of bearings. Non-Gran bronze is offered as a high grade alloy that will not disintegrate, and affording maximum bearing service. It comes in convenient cored bars for use in repair work, also.



Kingston Carbureter with Ball Air Valves



Atlas Tail Lamp and Number Bracket

Badger Brass Mfg. Co., New York City (Solar Lamps)—Electric, acetylene and oil lamps, in many styles, and accompanied by an extensive line of brackets, for attachment to most leading makes of motorcycles, comprise the Solar offerings for this season. Three types of barrel lamp, without generator, are built, with end or side bracket lugs, cowl, and red rear signal. The electric lamp also is of the barrel type, with a silver plated parabolic reflector, and is designed to draw on a jelly type battery of 9 ampere hour capacity. In the self-contained generator type a big brother of the universally known Solar bicycle lamp, has been reared. The same well known Solar water feed system is retained, but the control has been improved by the adoption of a needle valve. Tail lamps in electric and acetylene types also were shown. They practically are duplicates save for the ventilating hood on the gas lamp. The self-contained generator bicycle gas lamp is continued, of course, together with the oil lamp.

Byrne, Kingston & Co., Kokomo, Ind. (Carbureters and Spark Plugs)—Floating brass balls governing the auxiliary air supply are the dominant feature of Kingston carbureters. The device is devoid of springs and has an adjustable gasoline needle. The bowl is concentric, and is occupied by a cork float. The lift of the balls is adjustable. In the ignition line, Kingston motorcycle products are spark coils with three and four terminals, and mica plugs in standard threads.

Champion Ignition Co., Flint, Mich. ("AC")—One of the smallest plugs produced for motorcycles has been designed for the coming season by this concern. It employs a multiple poreclain insulation, which is so mounted in a bushing, as to be practically immune from breakage, either from heat, moisture or vibration, it is claimed.

Wm. Cramp & Sons Co., Philadelphia, Pa. (Bearing Metals)—Parsons white brass for bearings and Parsons manganese bronze for castings are two leading metals manufactured by this old line firm. One of the apparent attractive properties of the white brass, which by the way is not a babbitt metal, is that after it has been "run in," it acquires a glaze that is practically indestructible and requires less lubrication than any other bearing metal. The manganese bronze is claimed to be the strongest bronze made.

Continental Rubber Works, Erie, Pa. (Continental-Erie Tires)—These tires are

built for motorcycles in one type of tread only, studded. They are distinguished by a white tread, and are fitted with inner flaps to prevent pinching of the tube. The tubes are made specially heavy, being built of automobile material, in layers of seamless rubber, reinforced at the valve base. Both endless and butt-end tubes are produced. A full line of sundries, including both inner and outer patch assortments, pedal rubbers, and rough rider grips, were shown. Bicycle tires were to be seen, in various treads.

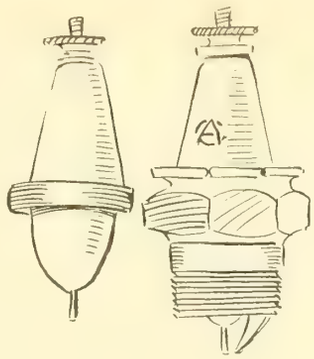
Connecticut Telephone & Electric Co., Meriden, Conn. (Spark Coils and Magneto Switches)—One of the brand new things of the season in the ignition field is a magneto switch, with lock and detachable key, by which the unauthorized use of a machine so equipped, can be prevented. The Connecticut switch is of extremely neat and compact appearance, and is designed for attachment close to the grip. It comes with a cable lead to the magneto. A quarter turn of the switch button permits its removal, which leaves the circuit locked closed.

Diamond Chain & Mfg. Co., Indianapolis, Ind. (Diamond Chains)—Diamond chains are made in sizes from one-eighth to one inch in width, the standard motorcycle type being one-quarter inch roller. Block chains for bicycles also are made in a variety of widths. The entire line was displayed on a sample board.

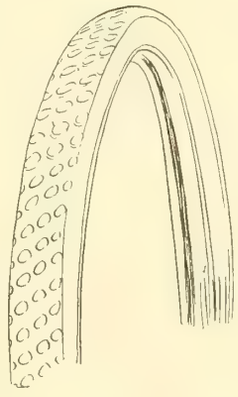
Diamond Rubber Co., Akron, O. (Diamond Tires)—Although there will be but two Diamond tire treads offered this season, the corrugated and studded, respectively, an unusually complete line of sizes will be made. The latest jewel in the family is the 29 x 3 inch heavy service tire. It is interchangeable on the standard 28 x 2½ inch rim, which also takes a 2¾ inch casing. Among the Diamond accessories are the usual repair outfits, the handlebar grips, but there also is something which surely will make a hit with the experienced rider, at least. That is the tire sleeve, which aptly is termed "the motorcyclist's spare tire." It is intended to be applied over an external cut or blowout, and its bead fits under the rim clinch, so that it is a remedy for rim cuts also. It is claimed not to creep.

Dolly Electric Specialty Co., Chicago (Electric Lighting Systems)—High capacity is the predominant feature of the storage cell used in the Dolly lighting outfit for motorcycles. It is credited with 30 hours on one charge output, when coupled to both head and tail lights. The lights are 2 volt high power Mazda, and are wired in series. Both lamps have silver reflectors, the diameter of the headlight being 3½ inches and that of the tail lamp two inches

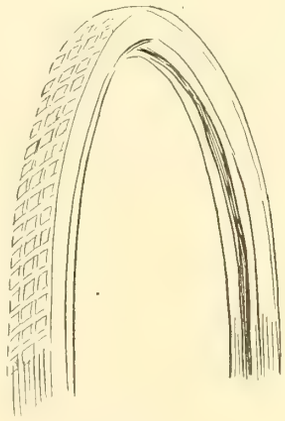
Edwards-Crist Mfg. Co., Chicago, Ill. (Accessories)—This unusually progressive



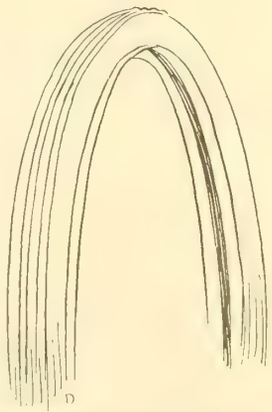
A-C Spark Plug



Diamond Studded Tread



Empire Checkered Tread



Federal Corrugated Tread

firm displayed the most complete line of motorcycle accessories at the show. Among the original offerings were enameled lamps to match the color of a machine, a spring seat post of the horizontal hinge type, applicable to any drop frame motorcycle, an automatic stand lift of the spring barrel and cable type, and the Purdy exhaust whistle with grip control of the valve through a cable. The standard sundries stocked include a variety of luggage carriers, tandem attachments, tail lamps and clothing.

Eclipse Machine Co., Elmira, N. Y. (Eclipse Clutches and Brakes) — While Eclipse clutches were designed with a large factor of safety and overload capacity for motorcycle use, it was not expected nor intended that they should be called on to perform seemingly impossible feats. It was with no little astonishment therefore, that the makers learned recently of a terrific test to which one of their stock chain clutches was subjected by railroad men. It was applied to a 1,200 pound gasoline handcar, and for three days the car carried five men, in an effort to bring out weakness in the clutch, but it met all tests successfully. Further evidence of Eclipse durability is cited in the case of a Michigan motorcyclist, who claims to have driven his clutch equipped machine, 17,600 miles without any replacement of parts. The output for the coming season will be between 25,000 and 30,000 clutches, about equally divided between chain and belt types.

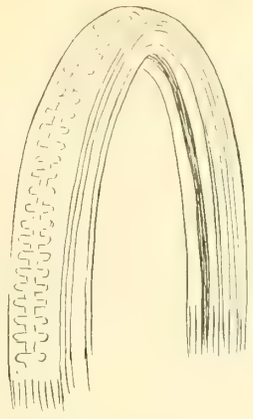
Eisemann Magneto Co., New York City (Eisemann Magnetos)—By the use of tapered pole pieces, a maximum spark at full retard is claimed for this instrument. This arrangement also is said to so energize the armature field, that a spark is obtained at very slow speed, in fact, just by twirling the armature shaft with the hand.

Empire Tire Co., Trenton, N. J. (Empire Tires)—In its quest for a distinctive type of non-skid tread for a motorcycle tire, the Empire Company borrowed the checkerboard design. It also builds the conventional corrugated tread, and specalizes on an inner tube which is unusually heavy, and has made for itself an enviable reputation among motorcyclists. Tubes are made both in endless and butt-end styles, and come either in red or gray color. Other motorcycle products of the house are blow-out patches, rubber V belts, belt drills, inner tube patches and ignition cable for both magneto and battery current.

Federal Rubber Mfg. Co., Milwaukee, Wis. (Federal Tires)—In choosing the types of treads for Federal tires, the youngest motorcycle tires, although made by the oldest hands in this branch of the business, those time tried and popular corrugated and studded styles, were given preference. These two types are made in the standard sizes, and in either single or double clinch. Federal tubes in butt-end and endless

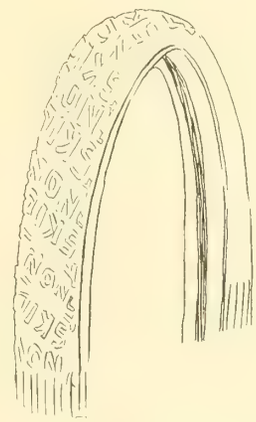
styles comprise the other leading members of the family. In the sundry line, patches, pedal rubbers and rough rider grips, are among the Federal products.

Fisk Rubber Co., Chicopee Falls, Mass. (Fisk Tires)—Three styles of Fisk motorcycle tires were shown—gripfast, corrugated and bailey treads. The first named is a distinctive Fisk origination, designed to meet all requirements of an anti-skid tire. Like several other makers, the Fisk people are offering a 29x3-inch tire. It is built to fit the new standard rim which also accommodates the 2½ and 2¾ sizes. The display was completed by an extensive show of sundries and bicycle tires.



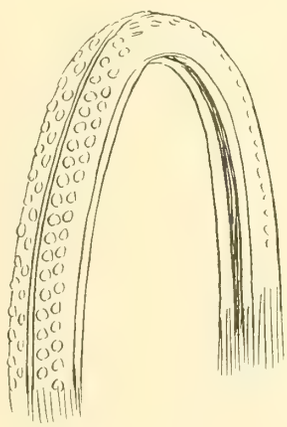
Fisk Gripfast Tread

Firestone Tire & Rubber Co., Akron, O. (Firestone Tires)—While not cataloging it as such, the Firestone people make an anti-skid tire, 28 x 3, which is admirably suited for sidecar or tandem service. However, it cannot be applied to the regular rim, and a special wheel with smaller and wider rim and shorter spokes must be built to take it. It is the only tire of this make, which is suitable for motorcycle service.



Firestone Non-Skid Tread

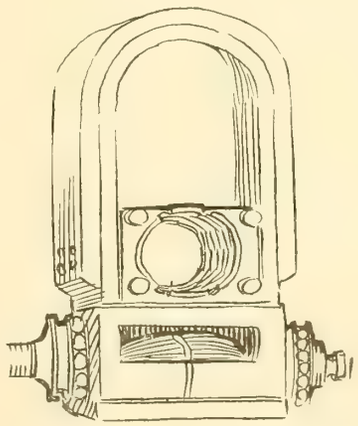
B. F. Goodrich Co., Akron, O. (Goodrich Tires)—To meet the need of larger tires to take care of the heavier machines and loads now prevalent in motorcycling, this firm has brought out two special oversize type, viz.: 28x2¾ and 29x3 inches, respectively. Either of these sizes can be fitted to the new standard motorcycle rim now being manufactured for the trade. In addition to the corrugated tread, the Goodrich people have devised one of their own, styled the studded-ribbed white tread. The usual studded construction is used, save that the studs are further apart than usual, which minimizes clogging with mud. In the center of the tread is a raised rib, which takes the wear in ordinary straight-away riding, minimizes side-slipping, and conserving the life of the studs to meet the more necessary demand of corner work and muddy roads.



Goodrich Studded Tread

Goodyear Tire & Rubber Co., Akron, O. (Goodyear Tires)—In keeping with the close attention which the Goodyear folks have paid to motorcycle tires of late, it is scarcely surprising that they should have had the largest and most representative display of these goods. All of the Goodyear line was exhibited, including the new 29x3 inch heavy duty tire. This will fit the new standard rim, which also accommodate the 2¾ and 2½ inch sizes. The treads, which will be manufactured are corrugated, studded and ribbed-studded blue streak, for racing. Single and doube clinch beads will be built. The new Goodyear repair kit appeals strongly to the experienced rider because of its compactnes. It comes in a metal screw top tube, which can be carried in the toolbox without damage.

A. W. Harris Oil Co., Providence, R. I. (Lubricants)—Like most oil firms, the Harris people have recognized the increasing volume of motorcycle oil trade which is going to those who cater to this class, and have prepared to bid for their share, with a special motorcycle oil designated as "heavy" grade. As its name indicates, it is a heavy bodied oil of exceptionally high flash test, and while slightly more viscuous than the "medium" grade, yet feeds readily. For motors with loose fitting pistons or worn bearings it is recommended, as working wonders.



Herz Magneto With Double Magnet Shoes

C. T. Ham Mfg. Co., Rochester, N. Y. (Lamps)—Five different finishes are offered with the new Ham-Roc motorcycle lamp. Standard colors are gray, blue, red and black, and also brass finish. Primarily an oil lamp, the Ham-Roc may be converted to burn gas by the insertion of an auxiliary burner, thus providing a strong and powerful light for country riding, and a subdued warning for city motoring. The most novel and distinctive feature of the Ham-Roc is the extension rear red signal, which is quick detachable. It is an elbow tube with a red jewel facing rearward, and snaps on the side of the lamp barrel, fitting over a side jewel from which the light is drawn and reflected.

R. E. Hardy Co., Chicago, Ill. (Sta-Rite Spark Plugs)—Sta-Rite plugs are among the oldest on the market and are built on distinctive and original lines. Two motorcycle types, a porcelain insulator with open end and a mica insulator with closed end, are manufactured. In the porcelain type double insulators and spring washers are employed at the point of greatest vibration to prevent cracking. On the mica plug the shell is copper plated on the entire surface, a treatment which is claimed to reduce sticking in the cylinders. The gasket is spun on the shell of the mica plug, nut floats fre on the porcelain model.

Herz & Co., New York City (Herz Magnetos and Ignition Specialties)—For 1912, Herz motorcycle magnetos have been redesigned throughout, although retaining their distinctive appearance in general. Double "U" magnets, inverted and overlapped, are used. A close fitting armature is claimed to produce high electrical efficiency, and flashing at the contacts has been obviated, by refinements in the armature and condenser. Dust proof covers are fitted to the pole pieces. An oil deflector disc on the armature shaft, near the secondary contact ring, together with a drain in the magneto base, prevents moisture or lubricants seeping into the contact box. Larger platinum points are used in the contact breaker, adjustable parts are more accessible and minor refinements otherwise have been accomplished. Two types are listed, a single cylinder instrument, built to run either at half or full crankshaft speed, and a twin magneto, revolving at half motor speed only. Other Herz products suitable for motorcycles, include a spark plug with stone insulation, claimed to be indestructible, a spark gap, for intensifying

the spark before it reaches the plug, battery terminals and plug connections, gaskets, a timing rod for setting the valves, ignition cable and a gasoline economizer.

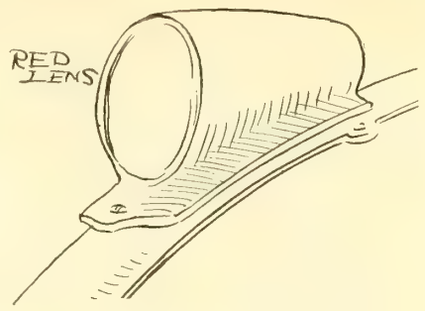
Havoline Oil Co., New York City (Havoline Lubricants)—Freedom from carbon, by reason of repeated filtration, and still leaving unaffected the lubricating properties, are the basis on which Havoline oils are offered. Although successive filtering is said to be expensive, it is claimed to be warranted by the thorough removal of carbon, and leaving a residue of free burning oil, that will not leave a deposit in the cylinders. A special brand of motorcycle oil of medium consistency is refined. Other kindred products of this firm are greases for wheels, universal joints, compression cups and two speed gears, and also hand soaps and metal polishes.

Hawthorne Mfg. Co., Bridgeport, Conn. (Old Sol Lamps)—Seven types of lamps for motorcycles, both with separate and self-contained generators, and bracket combinations to fit every machine made in this country, leave little to be desired in the Old Sol line. Specially ground Mangin mirrors and adjustable focusing burners are the principal features which have to do with the obtainment of the high illuminating power claimed. One model rated at 1,500 candle power, is stated to be the most powerful motorcycle lamp built. A tail lamp with rear light and red side jewels, is furnished with mudguard attaching bracket. Embodying many of the features of the motorcycle lamps, a bicycle model of self-contained generator type recently has been brought out. All Old Sol lamps are of the acetylene type.

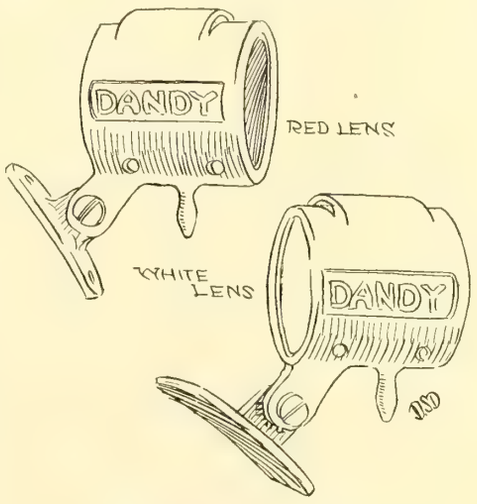
S. Hoffnung & Co., New York City (Chains)—English Coventry roller chains for motorcycles and bicycles are one of the leading lines handled by this firm. A new chain of the silent type is the most recent addition to the family and is intended for motorcycle short drive service.

Imperial Brass Mfg. Co., Chicago, Ill. (Tail Lamps)—A very neat acetylene tail lamp for motorcycles was on view at this space. The lamp body was of aluminum, with white front light to illuminate the number plate, and red rear signal. The lenses were beveled. A rocking bracket was fitted, permitting the lamp to be tilted to any position.

International Acheson Graphite Co., Niagara Falls, N. Y. (Oildag and Gredag)—Oildag is the trade name for a lubricant having a graphite body diffused in oil, and subjected to atomization to an almost incomprehensible degree. It is intended to be mixed with lubricating oil in proportions determined by the sizes of the various cartons in which it is put up; and is claimed to reduce friction and wear to a minimum, decrease carbonization, lessen oil consumption, promote smoother running of the motor and assist in sustaining compression



Star Tail Lamp Banked on Guard



Imperial Acetylene Tail Lamp

for a long period. Gredag is a soft, fine, gritless graphite preparation, designed for use elsewhere than in the motor.

Jones Speedometer Co., New Rochelle, N. Y. (Jones Speedometers)—All three types of Jones instruments are of the centrifugal type, and are fitted with 80 mile dials, to accommodate the present speeds of high powered machines. A watch combination, and a maximum hand, are special features. The latter device is an extra hand, which is carried up to the highest speed attained by the regular needle, the auxiliary needle remaining, when the regular one drops back. The auxiliary hand is released by a thumb spring. Front and rear drive systems are furnished.

Kinsey Mfg. Co., Toledo, O. (Gaskets)—Parts making is the specialty of this company. Among its products shown were brass and copper gaskets in a wide assortment of shapes and sizes.

Michelin Tire Co., Milltown, N. J. (Michelin Tires)—This famous foreign brand, now built in America also, is offered to motorcyclists in one size, 28 x 3, with either corrugated or bailey treads. Michelin red inner tubes have been compared with casings of some other makes for durability and strength. For filling cuts in the tread and preventing rot and sand blisters by the entrance of moisture, Michelin mastic has been compounded. It is a plastic cement, which hardens when exposed to the air.

Leather Tire Goods Co., Niagara Falls, N. Y. (Woodworth Non-Skid Tire Treads)—Although it may not be generally known to the riding fraternity, these steel and leather tire treads now are made for motorcycles. They come in sizes for 26, 28 and 30-inch wheels, in all the standard tire diameters up to 3 inches, but are recommended for use only where there is one-half inch frame clearance, on each side of the tire. The principle of the device is a cowhide leather envelope studded with steel buttons, some hardened, some soft, which is intended to be appled over the tire casing to prevent skidding. It is retained by side springs, and is claimed to be very efficient, both on pavement and macadam, owing to the varying hardness of the rivets.

A. R. Mosler & Co., New York City (Mosler Spark Plugs)—Mosler motorcycle plugs are built in three types—with solid mica core; mica core covered by a porcelain shell, and porcelain only. The two first named are recommended as most suitable for motorcycle engines. They are unusually short, eliminating possibility of short circuiting through contact with some adjacent conductor. Standard half inch or metric threads are furnished.

Nathan Novelty Mfg. Co., New York City (Motorcycle Clothing and Sundries)—Koveraul is the suggestive name of the latest development in motorcycle clothing by the Nathan people. It is designed to slip over a street suit, and is a two-piece outfit, combining the leggings in the trousers. The fabric is waterproof mackintosh and is claimed to be water and dust proof, and not to disarrange ordinary clothing over which it may be worn. While this garment is the leader of the Nathan line, there are numerous other articles of riding apparel, such as knee and hip leggings, puttees, skirt protectors, hand wind shields, machine covers, lamp covers, magneto covers, luggage carriers, inner tube bags, tool rolls and outer repair sleeves.

New York & New Jersey Lubricant Co., New York City (Lubricants)—Motorol is the trade name of this company's cylinder oil, and for motorcycle use Grade "D" an extra heavy fluid, is recommended. For hubs, two-speeds, grease cups and ball cups a non-fluid oil is offered. Its name indicates that it does not run or drip, and yet does not have to be thinned to perform its work.

Pyrene Mfg. Co., New York City (Fire Extinguishers)—While the average motorcycle rarely catches fire, and the rider therefore very naturally gives little or no thought to such a possibility, the danger is magnified in garages or stores where a number of machines are kept. Pyrene is a liquid solution, discharged under pressure from a special form of container, and is claimed to be highly efficient in instantly smothering gasoline, oil and acetylene flames.

Pittsfield Spark Coil Co., Dalton, Mass. (Pittsfield Coils and Plugs)—These well-

known products long ago became standardized. Two sizes of coils, for single and twin motors, with four and five cables, and flat and torpedo heads, are manufactured. Jewel mica plugs also are listed, the Type A, having one pair of points, and intended for battery service chiefly, while the Type B, or magneto plug has two pairs of firing points. All standard and metric threads will be furnished.

Pennsylvania Rubber Co., Jeannette, Pa. (Pennsylvania Tires)—For the coming season, the Pennsylvania vacuum cup tread will be the leader of the motorcycle products manufactured by this company. Changes over last year are, increased size, number of layers of fabric and thickness of tread, all of which combine to give greater mileage. The advantages claimed for the vacuum cup tread are that it retains its non-skip properties longest, that the thick cups give increased mileage, punctures are minimized, the vacuum helps keep the tire cool and traction is increased. Pennsylvania bicycle tires are built with the same tread, and also in corrugated style.

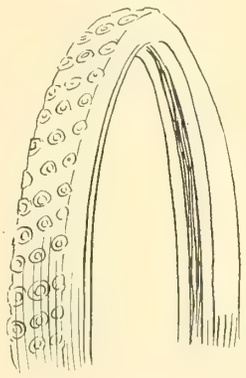
Royal Equipment Co., Bridgeport, Conn. (Raybestos Brake and Clutch Friction Fabric)—Wherever friction material is used on motorcycle clutches or brakes, Raybestos usually will be found, for it is widely employed for this purpose. It is a fabric having an asbestos foundation, and is specially woven and treated to adapt it for the severe service to which it is subjected.

Rhineland Machine Works Co., New York City (Ball Bearings)—Single and double row bearings are the offerings of this house, and they are assembled in rigid and self-aligning races. The distinctive feature of the spring steel separator is its elasticity, permitting it to be made in one piece and eliminating screws, rivets and other independent fastenings.

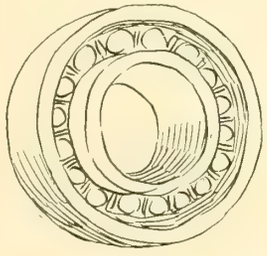
Stewart & Clark Mfg. Co., Chicago, Ill. (Stewart Speedometers)—There is something "magnetic" about a lighted frame of speedometers in operation, which invariably attracts and holds the attention of the show-goer. The instruments on the Stewart demonstrating board were representative of practically all models of the line, and were driven in the usual manner viz.: by concealed motors. The speeds were constant, and it was interesting to watch curious ones stand before the motors, and after contemplating the almost imperceptible fluctuation of the indicating needle, some times make impromptu tests of their own, by pounding on the frame to try to vibrate the needle. Indeed one show-goer was overheard to ask a booth attendant: "Say, Mister, is them hands painted on? I can't catch 'em moving." There are three motorcycle models with 60, 75 and 90-mile dials, respectively.

Star Electric Co., Chicago, Ill. (Accessories)—Tail lamps, luggage carriers, tandem attachments, exhaust whistles, tool boxes, and oversize gasoline tank caps are the offerings of this house. The tail lamp is made in two types, one for rear use only, and the other with adjustable bracket, permitting its use in front or rear. Both are designed to fasten to the guards, and use acetylene gas. Supplied in gray, blue or black enamel, or nickel, the luggage carrier is applicable to a machine, without necessitating changes in either, it is claimed. Tandem attachments are stocked, both in rigid and spring types. The gasoline caps are designed to be attached to machines already having small filler openings, which will not accommodate standard garage measuring devices.

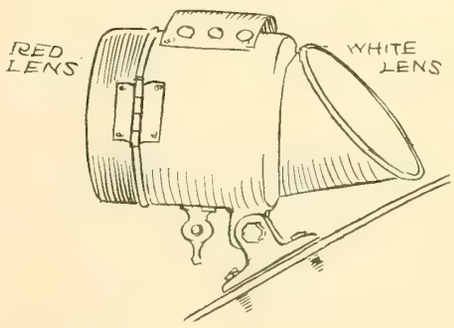
F. W. Spacke Machine Co., Indianapolis, Ind. (Cycle Motors and Transmissions)—Many advanced features of motor design are incorporated in the Spacke motors, which are built in single and twin form, in four powers. The magneto drive is particularly interesting. The main shaft carries a spiral worm which meshes with another worm on a cross shaft, running horizontally parallel with the right wall of the motor base, across the shaft center line. The valve cams are forged integral with this shaft, which thus performs two functions. At the forward end the shaft has a dog coupling with the armature, and this coupling has two serrated faces which permit of regulating timing to a fine point. While consisting of two parts, the motor base is not split centrally, but the ends are cast integral with the left side, making a pan shaped casting, over which the right plate fits as a cover. This construction is claimed to give maximum strength to the base, as well as to contribute toward keeping oil inside the engine. The one-piece crankshaft, for which great rigidity is claimed, rides on big annular ball bearings. Single lever control is the feature of the clutch and gearset, the former being disengaged before the speed dogs are shifted. The clutch is of the multiple disc type with friction facing, and the discs are locked to their respective shafts by gear teeth instead of the usual dogs, a construction claimed to distribute the strain over a wider area of metal.



Pennsylvania Vacuum Cup Tread



"Open" Side of U. S. Bearing



Ecco Tail Lamp and Number Bracket

C. F. Splitdorf, Inc., New York City (Splitdorf Magnetos and Plugs)—These well known products were shown both "alive" and "dead." Easy starting, one of the advantages claimed for the magneto, was demonstrated by an instrument fitted with hand wheel, which produced a spark at low speed.

Standard Welding Co., Cleveland, O. (Electric Welded Tubing)—One of the most interesting accessory exhibits at the show, was the display board of tubing and rims delineating a motorcycle skeletonized from Standard products. Almost the only components necessary to complete the ensemble, were power plant, transmission tanks and tires. Another attraction at this space was the new standard single clinch rim, which has been accepted by the tire manufacturers, and will take 28 v 2½, 2¾ and 29 x 3-inch tires. All rims now are inspected by a representative of the tire companies, who stamps those which come up to specifictions.

Standard Roller Bearing Co., Philadelphia, Pa. (Ball and Roller Bearings)—These bearings are made in sizes suitable for crankshaft, connecting rod and wheel loads. The balls are assembled in a two-piece bronze separator, which is loaded before insertion in the raceway, the union of the separator halves being brought about by riveting.

The Texas Co., New York City (Texaco Oils)—Lubricating oil and gasoline marketed under this brand, are offered as quality products. Clean burning, zero cold test, and lasting body, are properties attributed to the oil, while from 10 to 15 per cent. mileage increase per gallon is said to accompany the use of the gasoline.

Timken Roller Bearing Co., Canton, O. (Timken Roller Bearings)—Enjoying a wide and well deserved popularity in the automobile industry, these bearings now are gradually forcing recognition from mo-

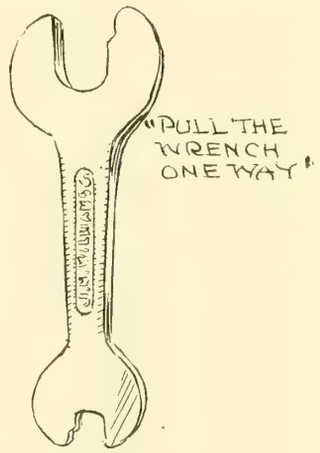
torcycle designers for heavy duty work. They already are being employed in rear axle work.

United States Tire Co., New York City (United States Tires)—With the birth of the new United States studded tread, there now are five different types in this family of old-time tires. The new studded tread is not to be confused with a bailey, although there is a general resemblance. The studs are large and firmly imbedded in the tread, a manufacturing method which is claimed to produce a long lived tire. It is made in single and double clinch types, in standard sizes. For tandem or sidecar work there also is a new special tire called the "Tandem Weight." It is a combination corrugated-studded tread, the central rib protecting the studs from wearing down quickly. In this tire there are four plies of fabric, one more than usual, and like the studded type, it will be built in 2¾-inch diameter. It is recommended strongly for heavy duty work on twins and tandem riding. The old familiar corrugated, nobby, and bailey tread tires, will be continued, under their original brand names of G & J and Morgan & Wright, respectively, but the new studded treads will be designated as United States tires.

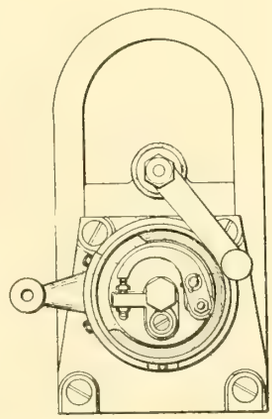
U. S. Ball Bearing Co., Oak Park, Ill. (Ball Bearings)—This bearing is of the annular type with one-piece separator, and is loaded individually from a side slot in the raceway. A double row type, thrust bearings, and a special magneto bearing also are manufactured.

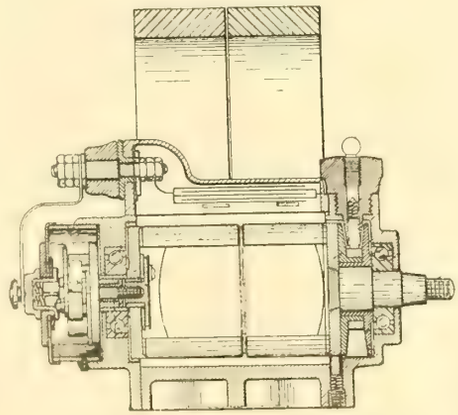
Van Cleef Bros., Chicago, Ill. (Rubber Cements)—Under the style of "Dutch Brand," this firm exhibited a complete line of rubber cements, and also lubricants and carbon removers. It was the only exclusive exhibit of the products mentioned. Those riders, and they are legion, who have experienced punctures, only to find their cement container crushed by tools and the contents either long dried or otherwise useless, will appreciate the new motorcycle cement container which this house is offering. It is a metal tube, of suitable length to fit the average toolbox, and the contents are ready for use upon removing the top. For gashes and bruises in tire casings, "Mold-It" is manufactured. It is a plastic cement which is kneaded into the wound and allowed to harden, and is claimed to prolong considerably the life of a tire. In addition to making a cement for every motorcycle and bicycle need, a line of specialties consisting of graphite, oils, ball bearing compounds and carbon solvents are produced.

Vesta Accumulator Co., Chicago, Ill. (Electric Lighting Systems)—An exceptionally neat electric lighting system for motorcycles was shown at this stand. The outfit consisted of a bullet type headlight with silver mirror lens, a tail lamp with ruby lens, and a jelly type storage cell, of convenient size to fit the standard tool case. The battery is encased in a hard rubber jar, and takes its name from the consistency of its ingredients, which are not unlike table jelly. The life of the battery is said to be three years, and that there is no acid to splash and eat adjacent metal. While the lighting capacity is stated to be 18 ampere hours on one charge, a recharge after 15 hours is advised, to allow for temperature changes, and also because it is not advisable to completely discharge the battery, continuously. The cost of recharging ordinarily is very low, but a direct current must be used, and the rate of charge slow. The battery can be carried horizontal if necessary, without detriment. The headlight has a four-inch reflector, and an adjustable Tungsten bulb for long or short focus to obtain a beam or fan light. The tail lamp is mounted on the rear guard. The entire outfit weights six pounds.



Williams Ratcho Wrench


Circuit Breaker End of Splitdorf Magneto


Cross Section Splitdorf Magneto

Veeder Mfg. Co., Hartford, Conn. (Veeder Cyclometers)—With the advent of cradle and caster spring forks on motorcycles, new fittings had to be devised to permit of the safe mounting of any accessory operating mechanism on the front wheel. The Veeder cyclometer bracket is of the universal type, to accommodate its attachment to any front fork without interference with the wheel, or fork mechanism. Performing many of the functions of the speedometer, the cyclometer appeals strongly to many because of its comparative economy, both in first cost and upkeep.

Warner Instrument Co., Beloit, Wis. (Warner Cycle Meters)—Of the magnetic type, and distinctive appearance, the Warner cycle meter is of the same pattern and construction as one of its popular motor car models, although listing for less. It now is equipped with a small electric bulb to permit of the dial being read at night. The Warner is built for front drive only, through a snail gear, this system being advocated as most satisfactory for all around service. The odometer mechanism has a double reset, which permits of touring by roadbook, and resetting mileage to correspond, should the right road be departed from temporarily for any reason.

J. H. Williams & Co., Brooklyn, N. Y. (Drop Forgings)—In addition to its sets of standard, open end wrenches, this old established firm also is offering a complete line of "Ratcho" wrenches, which, as the name implies, affords an automatic ratchet action without any additional mechanism, reducing wrench operation to a minimum effort. A special line of spark plug box wrenches also is listed.

Wheeler & Schebler, Indianapolis, Ind. (Schebler Carbureters)—Although employing a single jet, the Schebler is credited with enjoying some of the advantages of a multiple jet carbureter. The throttle actuating arm carries a cam, which, when the throttle is opened, acts on the spring controlled gasoline needle, raising it from its seat in proportion to the degree of throttle opening, and admitting more gasoline. Extra air demands are taken care of by the auxiliary valve. The principal feature of the device are concentric float chamber, cork float and independent high and low speed adjustments.

Chicago and Columbus both flooded the show with campaign matter, in their scramble for the F. A. M. meet this year. The Chicago Motorcycle Club got out flaming red booster badges which were pinned on all who could be enlisted to root for "Chi." Columbus had agents on the spot, too.

Latest F.A.M and Club News.



MEMBERSHIP COMMITTEE BULLETIN

Chairman Estabrook Announces 50 Motorcycle Lamps for Membership Prizes—Contest to Last from March 1 to June 30—More Repair Shops.

Several weeks since it was intimated that the chairman of the membership committee might possibly have some sort of a proposition to offer affiliated clubs and prospective F. A. M. clubs whereby they might obtain one or more fine motorcycle headlights without price. It will be remembered that a similar proposition was in force during the month of May, 1911, when 15 "Old Sol" headlights were offered as prizes to competing clubs. The competition resulted in a gain of 30 new F. A. M. clubs with a total of 1,043 affiliated members for the month. The result of this competition was entirely satisfactory to the Hawthorne Mfg. Co., of Bridgeport, Conn., the donors of the lamps, and to the officers of the F. A. M. and to many clubs, but it was found that the time limit was such that clubs in the embryo stage did not have time to build up their membership and organize, and come in within the limit, thereby depriving them of a chance to secure one of the prizes offered for their benefit.

Chairman Estabrook is now cogitating on a scheme which will remedy this and other minor defects in the plan, and purposes to have the proposition in force during four months, beginning with March, and to increase the number of headlights to 25. The proposition for F. A. M. clubs will likely extend over the whole four months, being decided on June 30.

As an inducement to club organizers and clubs outside of the F. A. M. to build up their membership and affiliate with the national body, the chairman will likely put up four lamps monthly during the continuance of the contest, retaining three with which to satisfy ties.

A circular explainng the proposition will be mailed to all F. A. M. clubs and to all club prospects as noted on the chairman's card index; likewise all registered F. A. M. repair shops, district and State officers will receive the circular and as many local commissioners as the chairman is cognizant of.

Under date of Feb. 1 the Hawthorne Mfg. Co. made the following unconditional offer to Chairman Estabrook:

"Answering further your letter of January 22, particularly that part with reference to "Old Sol" lamps to be given to the F. A. M., to be distributed as prizes, we wish to donate and hereby offer you as chairman of the membership committee of the F. A. M., to be distributed by you as outlined in your letter of January 22, 50 'Old Sol' No. 8 lamps complete with pair of 'A' brackets, or any other pair of brackets made by us, that the winner of the prize may select. Our offer is for 25 lamps to be taken by you at any time between this date and July 1 next, and 25 to be taken at any time between July 1 and the end of the year.

"The lamp we offer is our largest and best motorcycle lamp. It is the one we feature prominently in our chart, and it is receiving the most favorable notice from riders all over the country. This lamp gives a light of about 1,500 candle power, is furnished with a Mangin mirror lens 6" in diameter, ground for us to our own dioptic specifications, and will give more light than the average automobile lamp. In fact, such is the excellency of its lenses that it gives more light than some lamps having a lens from 1 inch to 2 inches larger in diameter. The retail price of this lamp with pair of brackets is $7.50, and we believe that it is the richest prize that any manufacturer could offer in so large a quantity.

"We wish you and the F. A. M. the greatest of success for 1912 and hope that this offer of lamps will prove of great value to your Federation."

The recently organized Flower City Motorcycle Club, William Krieg, secretary, Lincoln Park, N. Y., has a goodly sprinkling of F. A. M. men among its members, and is considering affiliation on a 100 per cent. basis.

Proprietors of registered F. A. M. repair shops are evincing much interest in local recruiting work, all of which is cheerful news to the officers who have had to go out into the field and dig for F. A. M. members. Many of the shops are now using on their stationery and other printed matter, the little special electro of the F. A. M. sign, designed by the chairman for this purpose. The week ending February 9 was responsible for a gain of 14 newly registered shops, as follows:

W. H. Knight, 219 Fourth street, Sioux City, Ia.; Aichele & Son, 68 Portage avenue, Fort Wayne, Ind.; Cummings & Martin, 105 East Greene street, Ithaca, N. Y.; Paul Hanke, 3545 West North avenue, Chicago; R. E. Day, 944 South D street, Tacoma, Wash.; F. E. Best, North avenue and Temple street, Owego, N. Y.; Charles Petmecky, 203 West Sixth street, Austin, Tex.; P. E. Reichel, 14 East Charles street, Massillon, O.; Arey Hardware Company, 123 South Main street, Salisbury, N. C.; P. E. Marlott, 501 Fifth street, Santa Rosa, Cal.; William Ruel, 841 Washington street, Reading, Pa.; Harry L. Neff, 106 Federal street, Pittsburgh, Pa.; S. V. Doherty, 41 Buffalo street, Lockport, N. Y.; C. S. Hinckley, 47 La Salle street, Aurora, Ill.

Wanted, New Track at Portland, Ore.

Portland, Ore., Feb. 9.—January's feature in the way of entertainment by the Portland Motorcycle Club was the smoker given on the 15th of that month. Invitations were liberally distributed to motorcyclists of the city and, well, the club rooms would not hold the throng.

Prospects are good for a third-mile saucer track for Portland the coming summer. Prominent club members are endeavoring to interest the street railway company in the project so that it may be included as one of the Oaks Park attractions. The club is also in correspondence with Jack Prince, with the view of having him erect a record-breaking speed bowl that will be a credit to the Great Northwest Country.

At the last business meeting of the club 14 new members were admitted.

Jerseymen Will Have Another 24-Hour.

Newark, N. J., Feb. 14.—It was settled at last Tuesday's meeting of the club that the annual endurance run of Memorial Day would be a 24-hour contest, and it was also urged that the conditions be made more difficult than was the run held last year. It was argued by Road Captain Stevens that a trip of at least 300 miles be mapped out. He suggested a route from Newark across to Trenton, then south to Camden and further followed by a dip down to Cape May. The return route would be by way of Atlantic City. This, Stevens said, would furnish the desired mileage and it would also cut out the hills experienced in North Jersey. The New Jersey club had the distinction a year ago of conducting the first

24-hour contest ever held by motorcyclists, and while old-timers in the game were skeptical of the success of the event they afterwards praised the local club for its enterprise and efficiency in handling the affair. This year, judging from the amount of interest so far displayed, the entry will be heavy.

Members of the New Jersey Motorcycle Club blossomed forth in a social way Friday night at their annual reception in Oraton Hall. The affair proved quite successful, as a good-sized crowd was present. There was a dancing program of 24 numbers and the motorcyclists were tripping the light fantastic until the small hours of the morning. Herman C. Page was floor manager and P. W. Stevens, assistant.

Oscar Smith, former financial secretary of the club, is now at Savannah, Ga., where he will enter the lumber business.

Invincibles Announce Century Runs.

First of the season to be announced in the metropolitan district, is the combined single and double century over Long Island's famous highways, of the Invincible Motorcycle Club of Brooklyn. The event is scheduled for Sunday, May 5. Start will be made at Bedford Rest, Eastern Parkway and Bedford avenue, thence to Merrick Road, to Patchogue where will be the turning point of the single and the checking station of the double, the latter to turn at Southampton, L. I.

Three classes will be open, private owner, trade rider, and professional. To all finishers within the time limit, will be awarded gold pins in the double and silver pins in the single.

Entry blanks will be obtainable within a few days and the best route by which the New York riders may reach the starting point will appear in these columns in the next issue.

Successful House Warming at Washington.

Washington, D. C., Feb. 12.—"Open house" was in order on the evening of February 8 at the headquarters of the National Capital Motorcycle Club, 906 Pennsylvania avenue, which were handsomely decorated with the club colors, maroon and blue. The program as ably prepared by Messrs. Cohan, Throod and Boyle, the entertainment committee, consisted of a smoker, followed by a buffet lunch. Entertainment was afforded by musical talent from the club.

An address was made by President Yowell, setting forth the work and objects of the club, which was aptly illustrated by a bulletin board containing press accounts of the active work of the club during the past month. He was followed by Sergeant Headley, of the local police department, who attended as a representative of the District commissioners, in a felicitous address, in which he expressed a desire for co-operation between the authorities and motorcyclists.

At the last regular meeting it was decided that an endurance run be given by the club in the near future, and a committee was appointed to arrange the details. This run will be held under F. A. M. sanction, and riders from all over the country will be invited to attend. Thos. R. Dodge, a member of the club, is promoting a meet at Berks Station, Va., on Memorial Day, May 30, and has invited all club members to participate.

Show Visitors Entertained by Chicagoans.

Chicago, Feb. 10.—Visitors and tradesmen attending the show were given a great time at the smoker of the Chicago Motorcycle Club, Thursday evening, February 8. The large ballroom of the club was crowded with 150 guests and club members and refreshments were served at the conclusion of the evening's program. Addresses were made by S. A. Miles, general manager of the National Association of Automobile Manufacturers, under whose auspices the show is held; P. B. Whitney, representing the F. A. M., and A. Eugene Bolles, of New York.

The Chicago Motorcycle Club has started out with excellent prospects of building up one of the strongest organizations in the country.

Sydneyites Have an Interesting Meeting.

Sydney, O., Feb. 12.—At the regular meeting of the Sydney Motorcycle Club, held last Friday evening, the certificate of club membership from the F. A. M. was hung up in the meeting room and admiringly inspected. The number of the certificate is 210. Mayor Duncan, of Sydney, was elected to honorary membership—an evidence that the club is in harmony with the municipal authorities.

Alfred Yarber read a very entertaining paper on ignition and electrical appliances in their relation and use on motorcycles.

Motorcycle Doings in the Far Southwest.

San Diego, Cal., Feb. 12.—Organized three years ago, the Motorcycle Club of San Diego now has a membership of 125 in good standing, and the club house at 1400 Twenty-ninth street is always open to members and visitors. The affairs of the organization are transacted through a board of directors, consisting of the following: President, Chas. E. Osborne; vice-president and treasurer, C. A. Shepard; secretary, Frank E. Copley; J. E. Dobson and J. G. Rorai. The other officers are: Sergeant-at-arms, W. O. Borden; captain, Walter House.

Club runs are held every other Sunday, and the average attendance at these is 50. The club is preparing for its annual May



SMOKER TENDERED VISITORS TO THE RECENT CHICAGO SHOW BY THE CHICAGO MOTORCYCLE CLUB, FEBRUARY 8

endurance run, which will take the form of an 18-hour contest for which valuable prizes will be offered. A record breaking entry list is expected.

Los Angelans Remodeling Club House.

Los Angeles, Cal., Feb. 10.—Forty members and visitors participated in the semi-monthly run to Pomona, February 3. The day was perfect and the roads in magnificent condition, and everybody enjoyed themselves to the limit. After the run a reception was held at the club house in the evening, refreshments were served, and an orchestra enlivened the occasion with selections from the latest popular airs.

The club is remodeling the quarters at 449 West Jefferson street, and within a week or two expect to have one of the most comfortable and best equipped club houses in the city.

Concourse Motorcycle Club Elects Officers.

New York City, Feb. 14.—At the annual election of the Concourse Motorcycle Club held February 13, the following officers were elected for the ensuing year: President, W. A. McClellan; vice-president, George Heinig; recording secretary, V. T. Nydrle; financial secretary, L. Herberger; corresponding secretary, C. L. Forbisher; captain, M. P. Sullivan; directors, J. J. McNally, D. McGregor, J. C. Foley; trustees, A. T. Merrick, L. Restrepo, George Heinig, A. Smith C. L. Forbisher.

Turkey Banquet Enjoyed by Readingites.

Reading, Pa., Feb. 12.—Last Thursday the Reading Motorcycle Club celebrated its first annual banquet at the Spring Valley Hotel. Thirty-two members gathered at the banquet table and enjoyed an excellent turkey supper. Addresses were delivered by President John F. Hartmon, William Schaeffer, James Mayo, A. E. Keyport and John G. Nuebling. Carl Tobias entertained at the piano. Five new names were submitted for membership.

Iowa's Capital City Motorcyclists Elect.

Dubuque, Ia., Feb. 10.—Officers for the current year elected last month by the Dubuque Motorcycle Club are as follows: President, Dwight Curtiss; vice-president, William C. Imhoff; secretary-treasurer, Hermann E. Eschen, Jr.

Plans for securing a cottage to be used as a sumer club house have been completed, and the annual banquet of the club comes off February 14.

Midwinter Dance of the Worcester Club.

Worcester, Mass., Feb. 12.—There was a very large attendance at the midwinter dance of the Worcester Motorcycle Club, held at the club house on Tuesday evening last. The winter dances given by the club are very popular with the fair sex here, most of whom are great motorcycle enthusiasts and ride tandem during the summer months.

RECORDS SMASHED AT LOS ANGELES

Hasha, On Indian, Sets New Marks at Two, Three and Four Miles—8,000 People Witness Opening of New Track.

Los Angeles, Feb. 12.—Three new world's records stand as a fitting memorial of the opening motorcycle racing card at the Los Angeles Stadium, Sunday afternoon. Fully 8,000 people witnessed the eight event matinee and not an accident or unpleasant feature occurred to mar the afternoon's sport.

W. E. Hasha, a 20-year-old lad from Waco, Tex., made his first appearance in Los Angeles, and acquired a firm grip on the championship robe that Jake DeRosier has been wearing. The "Texas Cyclone" was the feature of the matinee—he was the "whole show."

Riding against such men as De Rozier, Joe Wolters and Raymond Seymour, the Texan entered the two, three and four-mile events for class A professionals, and came away with three firsts and three world's records. Jack Prince's latest race track venture was "built for speed," with a 50 per cent. grade, and Hasha got the speed out of it.

Beautiful sunny weather favored the opening of the new speed bowl, and veteran Charles Fuller Gates officiated as referee. Class B professional racing was successfully inaugurated, and the dove-tailing of Class A and B events produced a program that went through in 90 minutes without a hitch, greatly pleasing the vast crowd. Altogether the management was perfect. Wolters protested Hasha's Indian racer, but the measurement was found to be all right officially.

The third race of the day offered the first distinct thrill. Jake De Rozier got away with a flying start and led for the first mile of the two-mile race. Then Joe Wolters nosed ahead of the flying Jake and the two retained their positions until the last lap, when Hasha let out an extra kink and forged to the front for his first record of the day—two miles in 1 minute, 19⅗ seconds. The former record was 1 minute 23⅘ seconds.

The three-mile race between the class A professionals was practically a repetition of the story of the two-mile event, De Rozier led for a time, only to lose his advantage to Wolters, and Hasha again nosed in with a victory in the last lap, taking his second win and second world's record—three miles in 2:01⅗ seconds; previous record, 2:05.

In the final heat, four class A professionals, Joe Wolters, Raymond Seymour, Charles Balke, and Hasha, faced the starter's gun. Hasha took the lead in the second lap, with Balke, Seymour and Wolters strung out behind him, and they crossed the finish line in the same order. Hasha made the four miles in 2:40⅕, the former record being 2:47.

In the second race Al Ward outgeneraled the Samuelson brothers for class B professionals. Ward again won his race in the four-mile handicap, the concluding event on the program, although Hasha, Wolters and Balke steadily climbed up to him.

First race—Two mile amateur, for stripped stock machines of 30.50 cubic inches piston displacement, won by Montgomery (Excelsior); second, Don Johns, (Indian). Time, 1:58.

Second race—Two miles, first heat, class B professionals, won by Al Ward,(Indian); second, Will Samuelson, (Indian); third, T. M. Samuelson, (Excelsior). Time, 1:30.

Third race—Two miles, first heat, class A professionals, won by W. E. Hasha, (Indian); second, Joe Wolters, (Excelsior); third, Charles Balke, (Exceusior); fourth, Jake De Rozier, (Excelsior). Time, 1:19⅗. (World's record.)

Fourth race—Two miles; second heat, class B professionals, won by Hubert Kittle, (Merkel); second, John Albright, (Indian), third. Time, 1:31.

Fifth race—Three miles; second heat, class A professionals, won by W. E. Hasha, (Indian); second, Charles Balke, (Excelsior); third, Joe Wolters, (Excelsior); fourth, Jake De Rozier, (Excelsior). Time, 2:01⅗. (World's record).

Sixth race—Five miles, final heat; class B professionals, won by Al Ward, (Indian), second, John Albright, (Indian); third, W. Samuelson, (Indian); fourth, Hubert Kittle, (Merkel.) Time, 3:53.

Seventh race—Four miles, final heat; class A professionals, won by W. E. Hasha, (Indian); second, Charles Balke, (Excelsior); third, Raymond Seymour, (Indian); fourth, Joe Wolters, (Excelsior). Time, 2:40⅗. (World's record).

Eighth race—Four mile handicap; class A and B professionals, class B men receiving half lap handicap, won by Al Ward, (Indian); second, W. E. Hasha, (Indian); third, Joe Wolters, (Excelsior); fourth, Charles Balke (Excelsior). Time, 2:38⅕.

Washington's Birthday Races at Savannah.

Savannah, Ga., Feb. 12.—Washington's birthday will be celebrated here by the Savannah Motorcycle Club who will hold a race meet February 22, on the half-mile dirt track here. This will be the first event held by the club under F. A. M. sanction, all previous races held here having been road events. There will be about ten races on the program.

The city authorities here are about to draft an ordinance preventing a motorcycle carrying two persons thereon. The Savannah Motorcycle Club has appeared in protest before the city fathers to prevent such an ordinance being adopted, but there is small chance that the protest will be heeded. Several of the dealers are preparing to put in lines of sidecars.

OLYMPIC CAMPAIGN REVERTS TO ORIGINATOR

Degenerating Into Cliques, United Cyclists' Presumed Control Becomes Inoperative—Under Proper Authority, With Country-Wide Committee, This Publication Will Continue on Broad Policy.

Conforming to original plans formulated by the "Bicycling World and Motorcycle Review" and advocated in its issue of October 14, 1911, this paper will in the future work in direct relation with the American Olympic Committee, the honorary president of which is President Taft, and the active president, Col. Robert M. Thompson, of New York. James E. Sullivan, secretary of the A. A. U., is the comittee's secretary

In a volunteer effort to raise funds for the purpose of sending a team of bicycle riders to represent America in the 200-mile road race to be run in connection with the Olympic games, there is but one committee that can act with authority in the matter. Therefore, the feeble efforts of the United Cyclists, a heterogeneous organization a few months old, that plays fast and loose with its committees, and which appears to have gradually relapsed into a state of "inocuous desuetude," will no longer be featured in these columns—the work belongs to other and abler hands.

The subscriptions listed on this page are in the charge of R. F. Kelsey, the editor of this paper, who is also a member of the American Olympic Committee, and a member of the sub-committee on team selection in special charge of the cycling feature of the program. Both the Amateur Athletic Union and the National Cycling Association are working in perfect harmony with the American Olympic Committee, which is largely made up of representative men from the first-named organization.

As the funds subscribed are the properties of the subscribers and subject to their disposal, it is fitting and proper that they should be asked to express their wishes as to the disposal of the monies already on hand. The editor will continue to act as custodian for this special fund if the subscribers so desire, and the columns of this paper will continue to be freely devoted to further increasing the amount, and disseminating all possible information about the movement.

Furthermore, to broaden the movement, the "Bicycling World" will ask a number of prominent cyclists the country over to form an honorary voluntary committee to assist in raising the fund to a proper igure.

First Try-Out Race Announcement.

In making arrangements for official try-outs for candidates for the Olympic bicycle team, the great civic centers that are easiest of access by railway and other means of transportation have been chosen. A few pertinent features governing the preliminaries have been decided on and are as follows:

Locations for Try-Outs—New York City, Chicago, St. Louis, Buffalo.

Management — National Cycling Association Board of Control and members thereof, or the association's special representatives (All try-outs must have official sanction.)

Dates—Contingent upon local weather and road conditions; to be determined by those in charge at the various localities and to conform with the date of the final elimination trial in New York City in such a manner as to allow of at least two weeks intervening before that event which will occur not earlier than May 10, nor later than May 19; same will be definitely announced in the issue of this journal of February 24.

Distance of Try Outs—150 miles.

Distance of Final Elimination Race—200 miles.

No entry fees or prize list in try outs or elimination race.

Each section sending candidates to the elimination race in New York will be required to provide them maintainance while there and transportation to and from New York City, which is the point of embarkation and from and to which all expenses of the accepted candidates of the team will be defrayed by the American Olympic Committee.

Subscription List Steadily Increasing.

Contributions to the "Bicycling World's" fund for the Olympic team continue to be added from time to time. The manufacturers now are joining with the clubs and individuals in assisting to provide the all important funds to defray the expenses of the bicycle team, of which, despite the impression that has gained considerable ground to the contrary, a very small portion ultimately will be borne by the American Olympic Committee, as it now finds that most active measures are necessary to provide for the expenses of the general athletic teams.

The latest manufacturer to lend a helping hand is the firm of J. W. Grady & Co., Worcester, Mass., who in addition to making the famous "New England Racer" bicycle, is one of the largest jobbers in the entire trade, and is known throughout the whole Atlantic seaboard. The contribution is $25.

Subscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling salesmen Pope Mfg. Co.	25.00
J. W. Grady & Co., Worcester, Mass.	25.00
New England Wheelmen, N. Y. City	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
Little Rhody Cycle Club, Providence, R. I., by Fred Perreault, Boston	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
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A. G. Batchelder, N. Y. City	5.00
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R. G. Betts, New York City	5.00
Crescent Bicycle Club, Baltimore	5.00
Reedley (Cal.) Bicycle Club	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
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St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St. Louis	1.00
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H. E. Kidder, Port Henry, N. Y.	1.00
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Edgar Boehm, Baltimore, Md.	1.00
George B. Shannon, East McKeesport, Pa.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
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Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City	1.00
Charles Waldo, New York City	1.00
Kenneth Mackenzie, Bayonne, N. J.	1.00
D. M. Campbell, Gray, Ky.	1.00
James W. Flanagan, Jersey City, N. J.	1.00
James A. Coote, Yonkers, N. Y.	1.00

Of the clubs, the Little Rhody Club, Providence, R. I., is the most recent to give the cause financial support, sending in this week, through Fred Perreault, $10.

The fund of the American Olympic Committee was added to materially on February 13 by the receipt of a donation from Andrew Carnegie to the amount of $500. The following are some of the contributions to the general fund to date:. Col. Robert M. Thompson, $1,000; Allison A. Armour, $1,000; Amateur Athletic Union, $1,000; Chicago Athletic Association, $1,000; Andrew Carnegie, $500; J. P.Morgan, $500; Metropolitan Association, A. A. U., $500; New England Association, A. A. U., $500; Military Athletic League, $250; Huckleberry Indians, N. Y. A. C., $100.

Balloting Develops Remarkable Features.

A steady stream of ballots in the popularity contest continues to pour into headquarters in every mail and in almost every instance they are accompanied by lists of names to whom it is requested that voting blanks be sent. Two interesting ballots received this week, which we publish as instances of the interest created, and, in this case as in hundreds of others support the oft repeated assertion that it requires but an opportunity of this sort to demonstrate the deep foundation of that interest and its scope in cycling affairs. The ballots are submitted by Winfield F. Plumb, Kalamazoo, Mich., one of which reads as follows: "My choice for the American Olympic Team is: William Blum, E. R. Harlow, Herman Hultgren, Chicago; Carl Schutte, Kansas City; Fred Gilmer, Al. Miller, Grand Rapids, Mich.; William Clark, Detroit; Joseph Scheider, Buffalo; H. E. Blue, J. B. Freeman, St. Louis Cycling Club; Franklin Fisher and Emil Fraysse, New York City." Those named on the other ballot are: "Carl Schutte, Kansas City; Alvin Loftes, Providence; Jesse Pike, Hoboken, N. J.; Emil Blum, Nick Kockler, Chicago; Fred Perreault, Boston; Carl Ericson, Brooklyn; Raymond Nelson, Atlantic City; Isadore Taub, Hoboken; D. W. Moore, Bayonne, N. J.; John Mitchell, Greenwich, Conn.; and Jerome Steinert, Hicksville, L. I." The list of names to which to send voting blanks accompanying these ballots includes residents of a dozen towns from New York State to Oregon.

Cleveland, Ohio, cyclists have entered the contest and in addition to many candidates already well known to the voters, submit the following names on their ballots: F. Brakevelt, Jamestown, N. Y; G. Norgauer and E. Norgauer, of Cleveland; G. Fritz, Toledo, O.; and Chester Smith, Baldwin, L. I.

Alvin Loftes, popular candidate and prime favorite for Olympic honors should he make the team, of which there is little doubt, judging by past performances, is now a member of the New York Athletic Club's athletic team, declaration to that effect having been made by the team manager this week, consequently he will ride under the colors of that organization

Histories of Two Eastern Road Veterans.

The portraits and histories published this week are those of D. J. McIntyre, and Jerome Steinert; the latter is being held in the photograph by Charles Hausenbauer, a fellow member of the Atlas Bicycle Club of Brooklyn, and a candidate for the team.

McIntyre is a member of the New England Wheelmen of New York City; he began riding in competition in 1896, winning his novice that year. Continued on the track for the next five seasons, and in the fall of 1901, won his first road race, a 25-mile handicap. Started long-distance road riding in 1902, and in the fall of the same year, he rode three 100-mile races on three consecutive Sundays, in which he finished third, fourth and seventh respectively, having in the last-named race only 15 minutes handicap; the limit man having 2 hours 30 minutes. The following Sunday he rode a 50-mile handicap and secured second place. He has ridden at least two 100-mile and 50 mile races every year since 1902 until 1910, inclusive, and finished in the prize list in every race, in spite of the fact that in several races he was delayed by accidents.

Jerome Steinert, of Hicksville, L. I., has been competing in all-around athletics, including bicycle racing, for 12 years, but for the past four years has confined his athletic activities to cycling alone. He was one of the few road riders that "made good" on the track, as he had been a regular and consistent performer at the Newark Velodrome, and in 1910 won the quarter-mile amateur championship and finished third in the point series for that year. Due to three accidents in as many years, he has retired from track competition, but continued riding road races. Steinert is the present holder of the one-quarter mile, two-mile, three-mile and 20-mile American road records, the last being held jointly with F. W. Eifler; won second time prize in the last Irvington-Millburn race; won second time prize in the Roy Wheelmen's Marathon, and won the Campbell Trophy of the Century Road Club of America by riding 10 miles unpaced in 26 minutes and 47 seconds.

Voting blanks are to be had any time for the asking. All who are interested in the cycling industry and sport are invited to submit the names and addresses of those to whom it is desired to have voting blanks sent—make your list as large as you like—self-explanatory blanks will be sent promptly and with absolutely no obligation incurred by the recipients. Send your list at once to the Bicycle Editor, The Bicycling World Co., Box 649, New York City.

Olympic "Workouts" in Atlas Century Run.

In addition to having the opportunity to qualify for one of the handsome silver medals, enameled in the club colors, participants in the first annual spring century run of the Atlas Bicycle Club, Brooklyn, will find ample provision for all who desire to test their endurance and speed over the century distance, as there will be one, and if necessary, two fast divisions in that event on Sunday, April 14. A photograph of the entrants in the run will be taken at the start at Prospect Park Plaza. The medals now are about completed and will be displayed at the respective shops of A. G. Spalding & Bros., 126 Nassau street, Manhattan, and V. J. Lind, 600 President street, Brooklyn.



DONALD J. McINTYRE
Fifteen Years of Cycling Competition Finds This New Yorker's Ardor Unabated



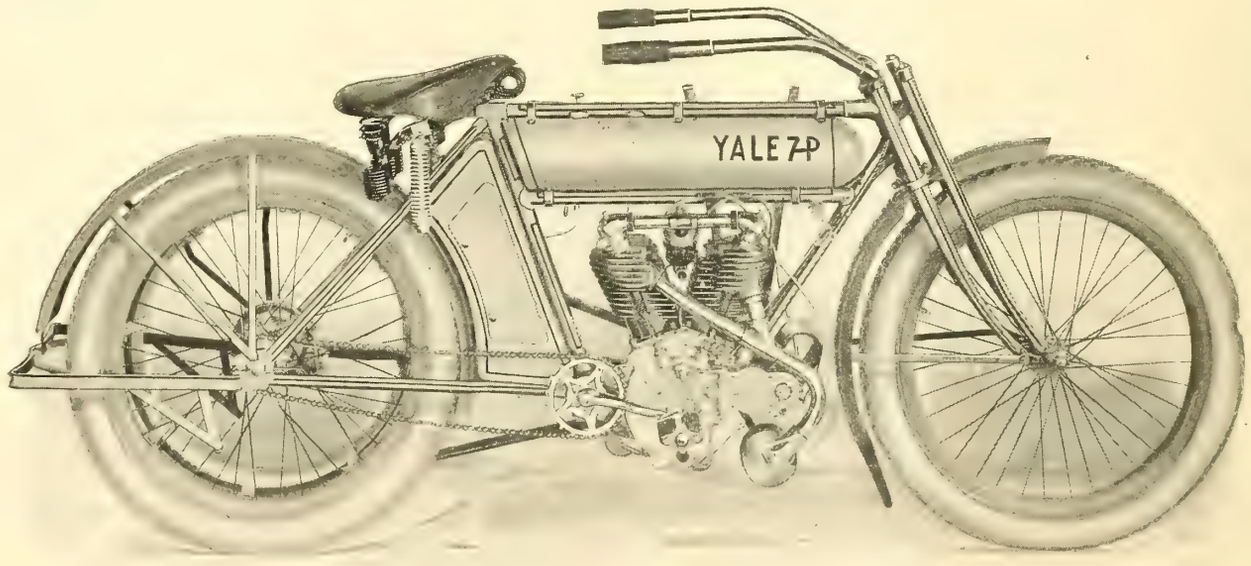
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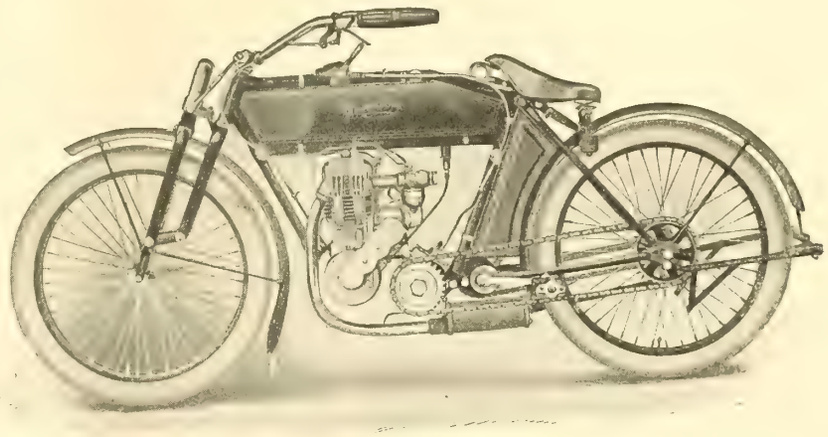
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BASSETT BOUNTIFULLY HONORED

Quarter-Century as L. A. W. Secretary Fittingly Recognized by League, Newton, and Boston Bicycle Clubs.

With many words of good cheer and well deserved praise for the rounding out of his 25 years of service as secretary of the League of American Wheelmen, the Newton Bicycle Club, Newton, Mass., on the occasion of the club's annual dinner, given January 18 at Dupont's Restaurant, Boston, tendered to the guest of honor of the evening and its Secretary-Treasurer, Abbot Bassett, a substantial token of the regard of his fellow league members in the shape of a massive silver fruit bowl, fittingly inscribed and containing a large number of coins of the realm, double eagles, eagles, fivers and silver, the whole aggregating a quite magnificent sum. The gift was fittingly presented on behalf of the donors by Arthur P. Benson.

Short speeches by President Sterling Elliott, Captain Frank S. Wison and W. W. Stall, preceded the presentation which was followed by another when George L. Cooke took the floor on behalf of the wheelmen of Rhode Island—the State in which the L. A. W. was born—a little State one-half of which is water, and the other half land, with an occasional rock—presented a prettily incased double eagle to represent the land and another to represent the water.

Further honors and recognition of his quarter-century of service to the cause of cycling were accorded Abbot Bassett on February 10, when the Boston Bicycle Club, the oldest in this country, and the second oldest of the kind in the world, celebrated its thirty-fourth anniversary with a banquet at the Copley Square Hotel in Boston, which was attended by some 70 members and guests.

Greetings were read from the oldest club—the Pickwick Bicycle Club of London.

Another feature was the presentation of a purse of gold to the guest of the evening, Abbott Bassett, for 25 years secretary of the League of American Wheelmen.

A pleasing aftermath of the presentation at the Newton Bicycle Club's function was consummated when Arthur P. Benson of that club, a guest of the Boston Bicycle Club, handed Mr. Bassett what he termed a fountain pen, which proved, upon the box being opened by the recipient, to be a hundred dollar bill.

Then prior to the dinner, medals commemorative of attendance upon the "Wheel about the Hub" were presented to those members who were eligible for the distinction. Practically all were recipients of the honor.

As the members and their guests filed into the dining room their eyes rested on a picture of the start of the first bicycle run in the United States. It represented the charter members of the club about to leave Boston from the front of Trinity Church for Sharon.

The idea of having the picture shown at the dinner was conceived by the committee in charge, consisting of Frederick Whitney, C. C. Ryder and J. Rush Green.

The dinner was purely informal and the few impromptu speeches afterward were confined to reminiscences. President John B. Kelley presided, and the other officers present were Secretary Augustus Nickerson and Capt. Walter S. Kendall.

Bay View Wheelmen's Home Trainer Race

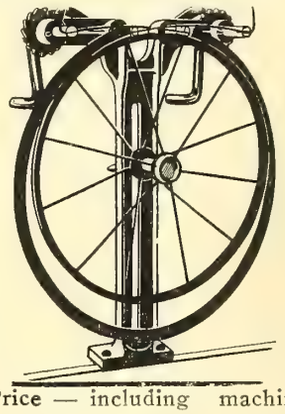
Newark, N. J., Feb. 14.—Plenty of excitement was furnished last evening at the home trainer races under the auspices of the Bay View Wheelmen at the South Sixth Street club house. Frank Mihlon, of the Newark Velodrome, officiated as starter. The contests resulted as follows: One mile match, won by Henry Faiss; second, Alfred Andrus; time, 1:05⅗. Half mile, won by Aug. Rupple; second, John Dreher, :50. Two miles, won by Fred Weber; second, Louis Cone; 3:21⅗. Three miles, won by Ernest Pofah; second, Walter Pofah; time, 4:00⅗. Pursuit race, won by Frank Harenburg; second, Thomas Grimm; distance, three miles, one lap; time, 3:24⅗. Five mile exhibtiion by Paul Heidrich; time, 6:02⅗. One mile professional, won by Tommie Smith; second, Frank Cavanagh; time, :56⅗. Cavanagh later rode an exhibition mile in :54.

Bowling Tournament Awards of Atlas B. C.

As the result of the Atlas Bicycle Club's bowling tournament just closed, the team composed of the following winners are out with a challenge to any bicycle club team of three in the metropolitan district; Paul Smith, high average; Victor J. Lind, second high average; J. Mangels, third high average.

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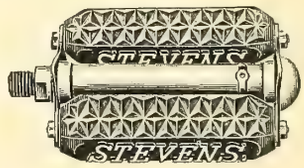


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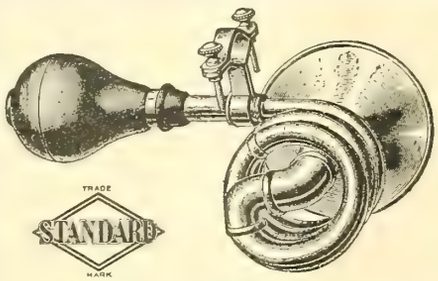
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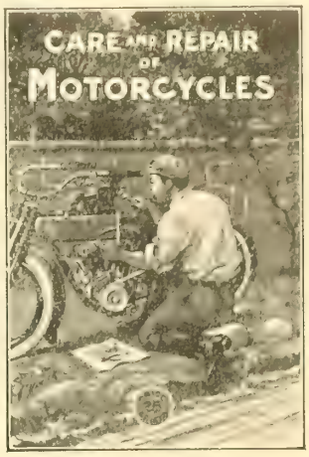
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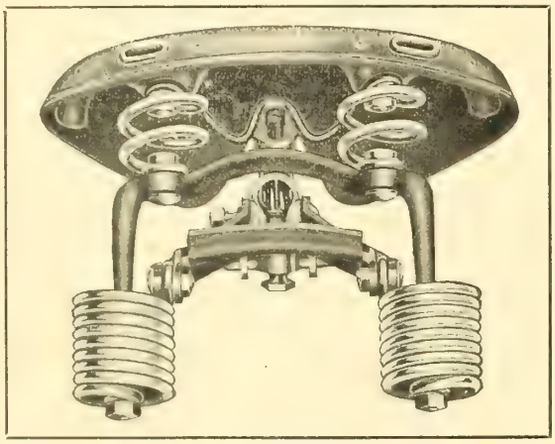
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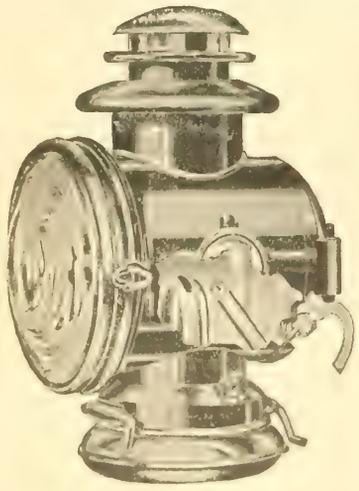
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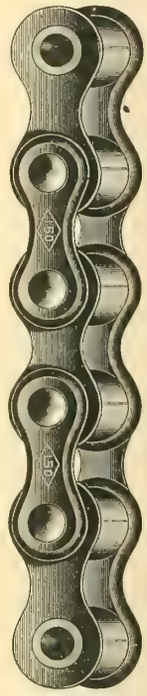
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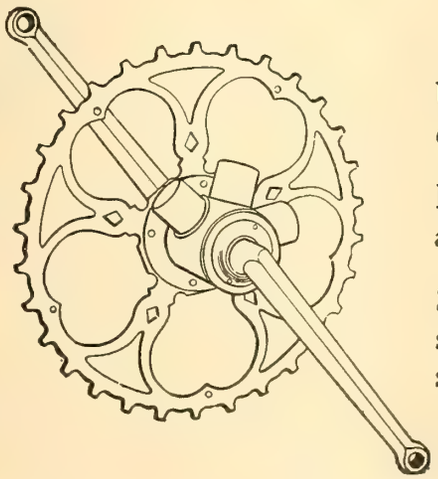
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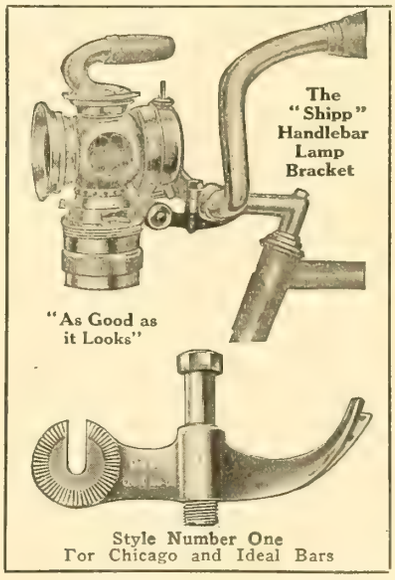
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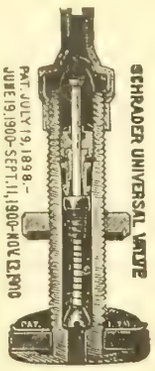
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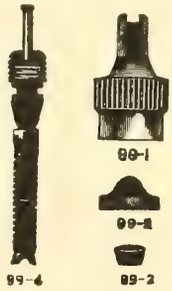
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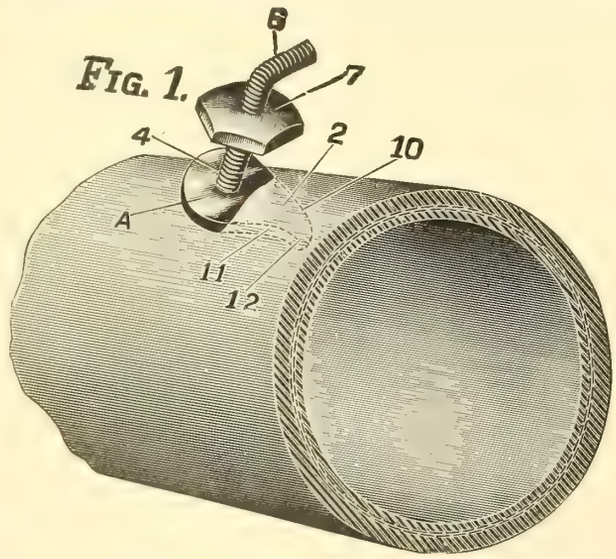
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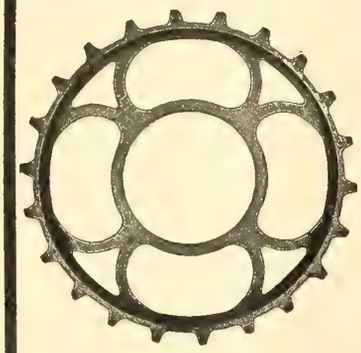
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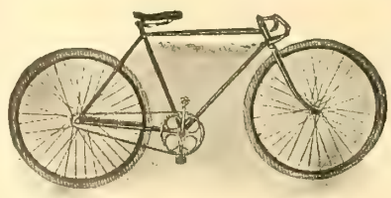


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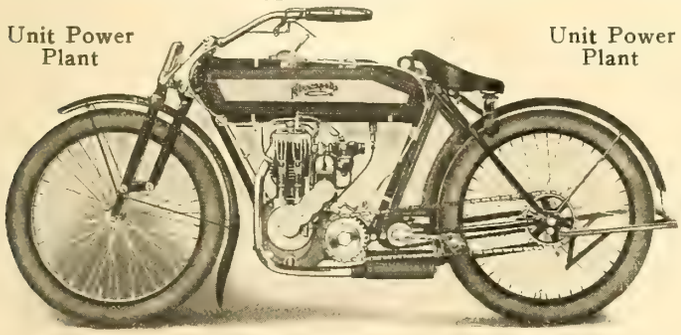
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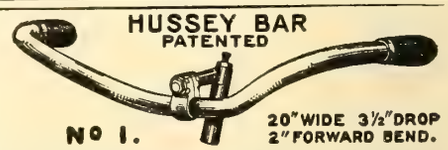
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FOR SALE—1911 7 H. P. Flying Merkel, only rode 300 miles; equipped with Prest-O-Lite tank, large head lamp, Simplex $15 tandem, horn, tail light, belt in fine condition, tires as good as new; too fast, will sell for $240 if taken at once. E. W. FEARING, 147 Lake St., Oak Park, Ill.

GUARANTEED used Motorcycles, single and twin Excelsiors, Indians, Harleys, Thors, etc. All overhauled. Send for list. CHICAGO MOTORCYCLE WKS., 738 Sheridan Rd., Chicago, Ill.

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MOTORCYCLES—I have all makes on my lists, Indians, Marshes, $20 up; other makes at lowest prices. Send for my lists before purchasing. KING, Automobile Broker, Dept. 1, 217 West 125th St., New York City.

FOR SALE—40 motorcycle engines, $15 and up. EMORY F. PHELPS, 4 Bennett St., Bridgeport, Conn.

B & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the countershaft type. BUSHNELL & CANNON, 1268 East 80th St., Cleveland, O.

THE latest and best guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. MOTORCYCLE EQUIPMENT CO., Hammondsport, N. Y.

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FOR SALE—500 Keim two-piece hangers, complete less cups, $1.25 each HUB CYCLE CO., 40 Portland St., Boston, Mass.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; and sundries. TIGER CYCLE AND AEROPLANE CO., 782 Eighth Ave., New York.

MOTORCYCLES—A. C. C. A. prices talk! Endless variety; latest models; every make—Indians, M-M's, $20. Freight prepaid! Largest and only illustrated catalog published sent free. THE AUTOMOBILE AND CYCLE CO. OF AMERICA, Dept. O, 1769-1787 Broadway, New York City.

MOTORCYCLE BARGAINS — 50 of them; $50 and up; also tri-cars. NEW YORK MOTORCYCLE CO., 320 West 48th St, New York.

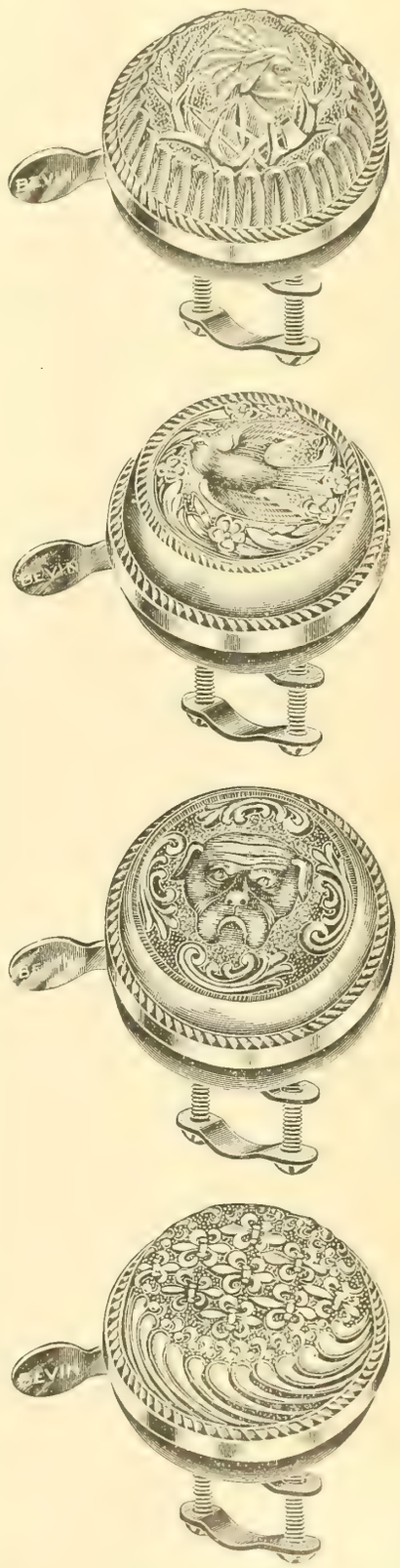


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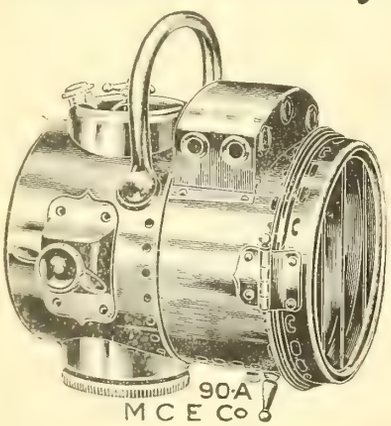


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WEAR LONGEST
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An Ideal Motorcyclist's Lamp



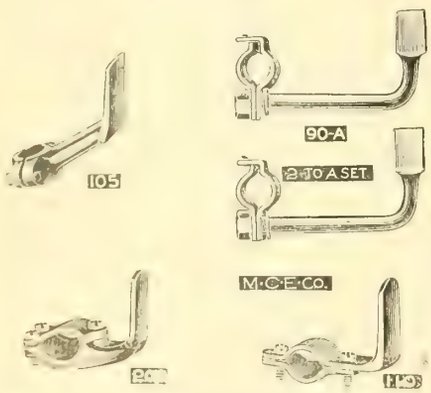
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Weighs 24 ounces
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Nickel Plated
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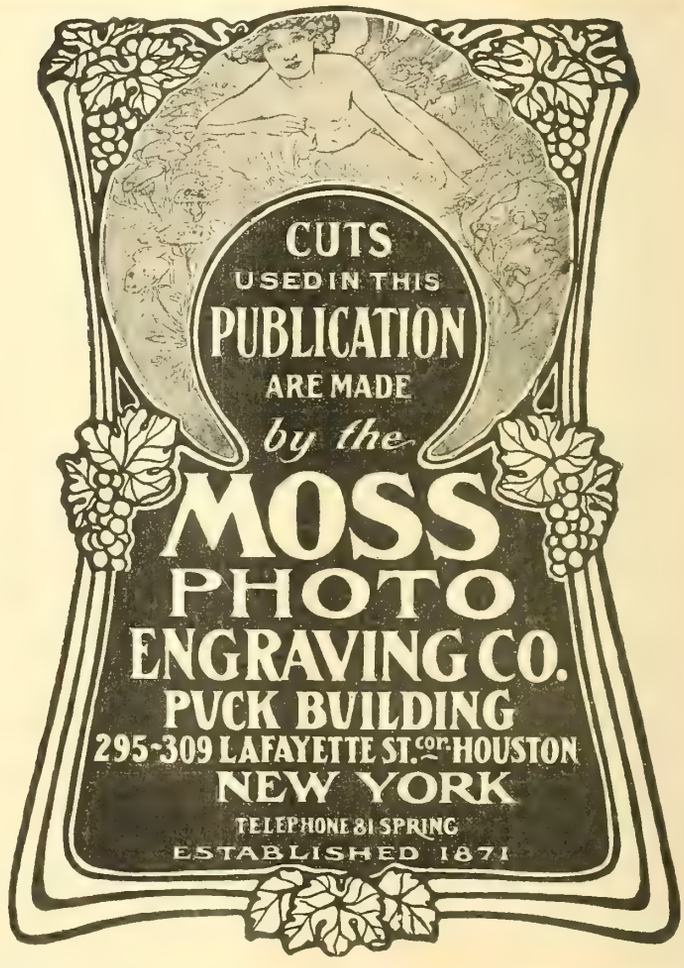
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THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

BADGER BRASS MANUFACTURING CO.
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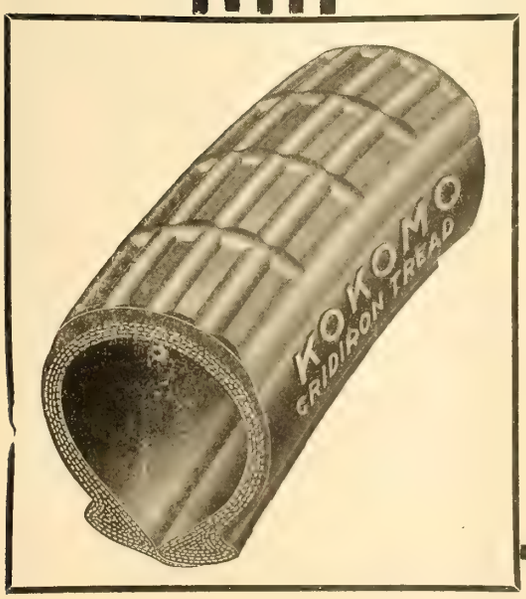
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depends entirely upon the materials and constructive methods used by the manufacturer.

Kokomo Tires

have won endurance records because of their extreme high quality. They are built by experts who possess knowledge of rubber, its handling and the buying of crude materials that go with the rubber to make up the finished product. No tire manufacturer can claim any better facilities or more expert knowledge than ours. We've been in the business too long.

"If It's Kokomo That's All You Need to Know"



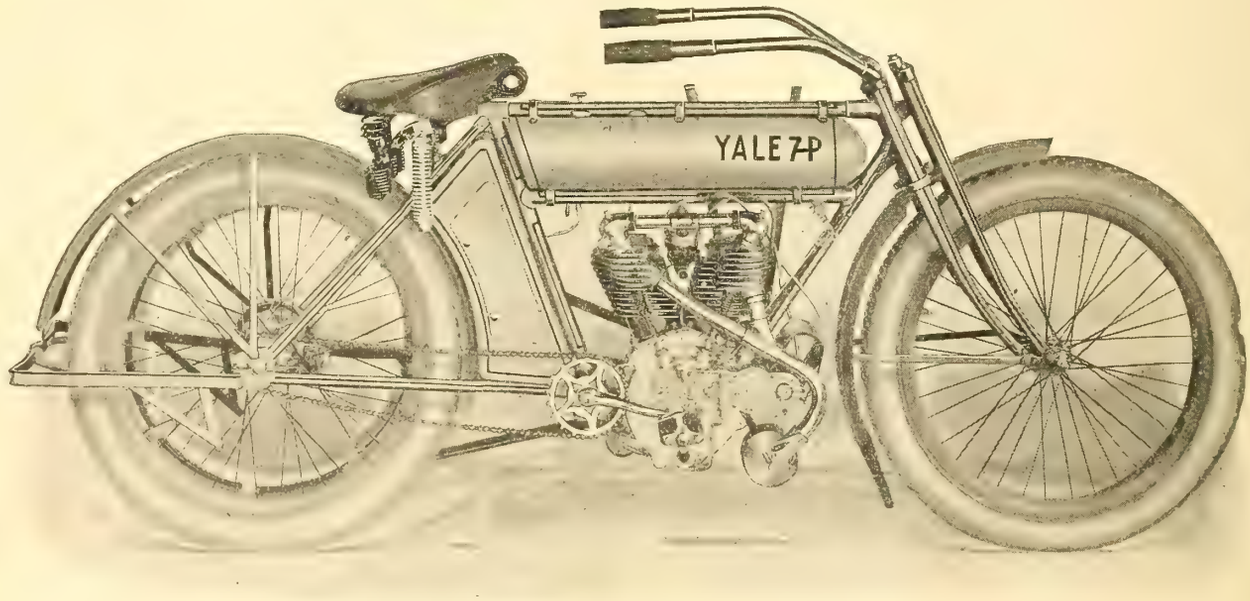
Kokomo Rubber Company

KOKOMO, IND., U. S. A.

Yale Dependability

If it's something good, the Yale is sure to have it. Right now we are equipping all 1912 Yale machines with the Y-A Absorber—the one that absorbs all the shocks. It is better and gives more comfort than any spring seat post could possibly give. That is why you find it on the Yale. It's a part of the Yale policy and Yale quality.

This is the most effective Shock Absorber to be found anywhere. The steel bolts inside the springs keep the saddle from tilting and side-swaying. When in action, the hanger attached to the rear stays works up and down on the bolts, according to the irregularities of the road, while the rider maintains an even position. It is made throughout of the best material, nickel plated and highly finished. It is guaranteed in every respect.



Model 27, 7 H. P., $285

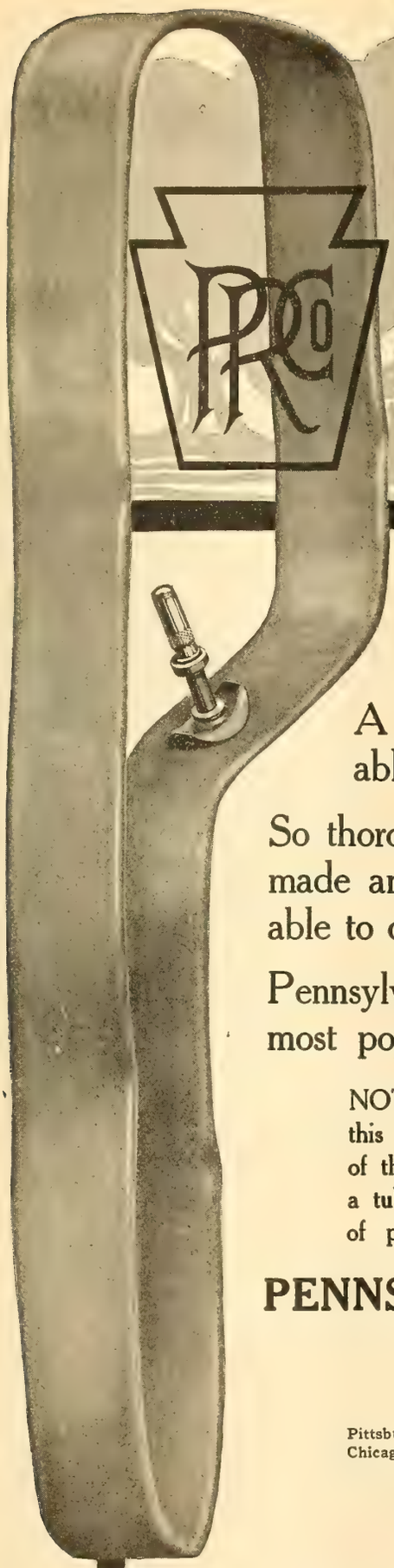
Y-A Shock Absorber Free to 1912 Yale Buyers

Every person buying a 1912 Yale will have the machine equipped with one of these Shock Absorbers. Riders who have already purchased a 1912 Yale will, as soon as we have a sufficient number of Shock Absorbers on hand, receive one of these absolutely free of charge.

It's part of the Yale policy—every Yale rider will at all times get the highest quality machine and all the desirable features.

Just remember this—it's a big feature—write for the Yale booklet; or, if there is no dealer in your territory, write for our agency proposition.

THE CONSOLIDATED MANUFACTURING CO.
1709 Fernwood Avenue **TOLEDO, OHIO**



PENNSYLVANIA "Guaranteed" INNER TUBES "No. 503"

For Motorcycles

A good, guaranteed tube selling at a reasonable figure.

So thoroughly tested is our "No. 503" tube, so well made and of such high quality material, that we are able to offer it with a season's guarantee.

Pennsylvania "No. 503" tubes are made in the most popular selling sizes.

NOTE: Pursuant to our accustomed policy we have placed this tube on the market with special regard for the interests of the Jobber and Dealer. Those desiring, therefore, to sell a tube which satisfies the customer and ensures a fair margin of profit should write for our attractive 1912 proposition.

PENNSYLVANIA RUBBER COMPANY

(Re-organized February 1st, 1910)

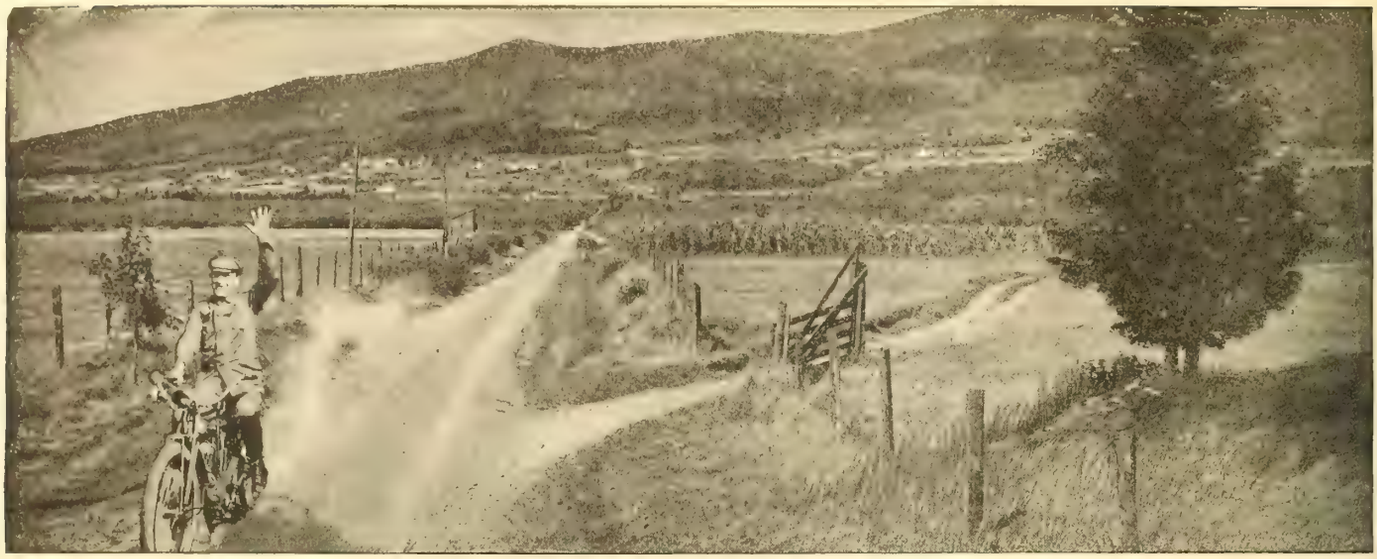
Jeannette, Pa.

BRANCHES:

Pittsburgh, 505 Liberty Ave. Detroit, 247 Jefferson Ave.
Chicago, 1004 Michigan Ave. Minneapolis, 917 First Ave.
Kansas City, Mo., 514 East 15th St.

Pennsylvania Rubber Co., of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission Street Los Angeles, 930 So. Main Street



This View Will Be Found on Our New 1912 Catalog Cover in Colors. Send for One.

Agents—Listen!

Here's a winner—A sales winner. The low price will catch the eye, and the high quality will clinch the sale.

The M·M "Special" line appeals to more possible buyers than any other to be had. This is the theory:—If you could sell motorcycles at the cost of bicycles, you would sell one to every fellow in town. If they cost $500 each, you wouldn't sell one, but the nearer to the bicycle price you get (with a good motorcycle) the more machines you will sell—Just think that over.

The M·M agency is a big opportunity for you. Don't lose it. The M·M line is complete—Our commission to the agent allows him to sell on time which is the way 90% of all motorcycles are sold to-day.

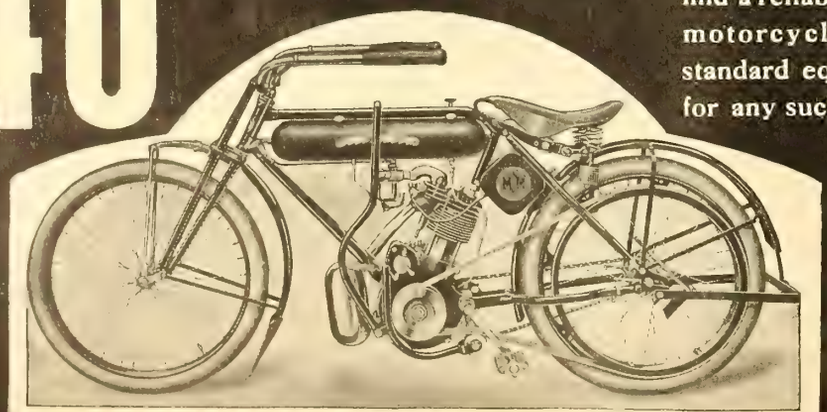
Write now for literature and agents proposition.

AMERICAN MOTOR CO., 718 Centre St., Brockton, Mass.

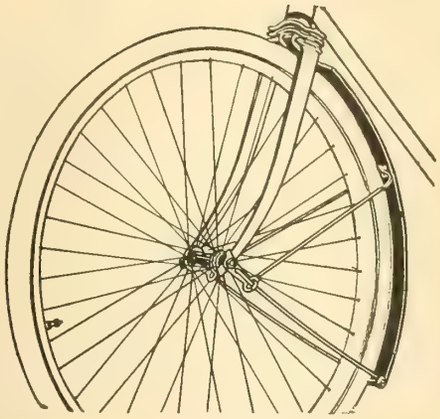
$140

4 H. P. Battery Special

Where else can you find a reliable 4 h. p. motorcycle with standard equipment for any such money ?

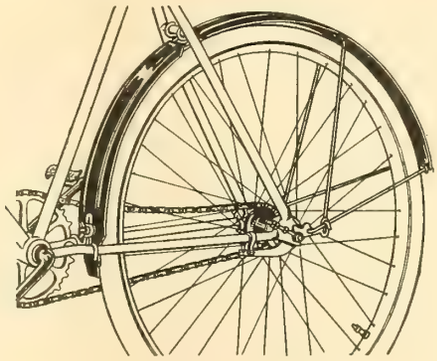


HERE IT IS

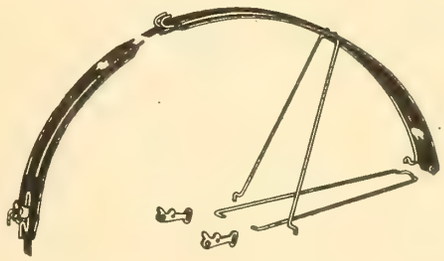


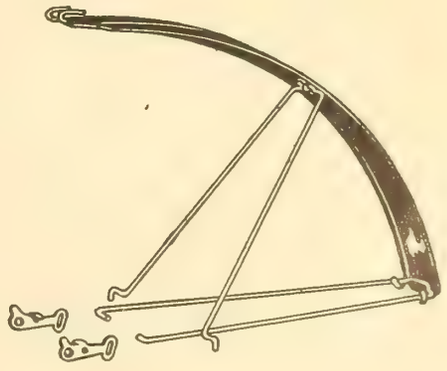
The Empire Detachable Mud Guard

Bicycle riders—you have always wanted a detachable mud guard that could be conveniently attached or detached without loss of time, without extra tools of any kind, without altering the construction of the bicycle or frame in any way. The "Empire" fills that long felt want. It is attachable to any wheel; instantly detachable for cleaning or repairing wheel or tire without tools; can be removed and replaced in 30 seconds; does not rattle or work loose; double braces both front and rear. The "Empire" is finished in black enamel and polished nickel.



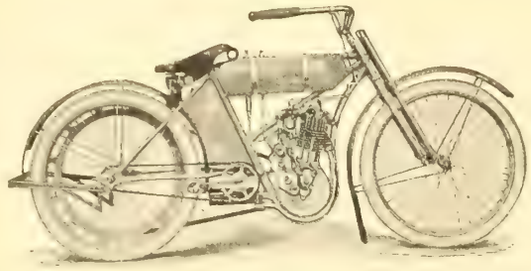
A profitable specialty for dealers in bicycle supplies to handle. We guarantee the "Empire" absolutely. There is a demand for it wherever there is a bicyclist. Send today for our circular and price lists—also agency proposition.





The Empire Specialty Co.

3717 Walton Avenue **CLEVELAND, O.**



W-A-G-N-E-R

SPELLS

SATISFACTION

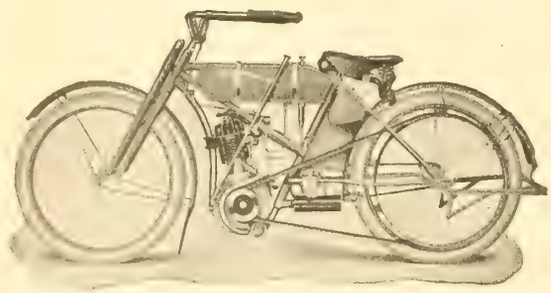
TO DEALER: SATISFACTORY SALES
TO RIDER: SATISFACTORY SERVICE

The name Wagner on a motorcycle has the same significance as the Sterling mark on a piece of silver.

It Is the Mark of Quality

The WAGNER is sold by many dealers in every part of the country, but we still have some choice territory open and want to get in touch with all live dealers. Are you one of them? If so, better write today.

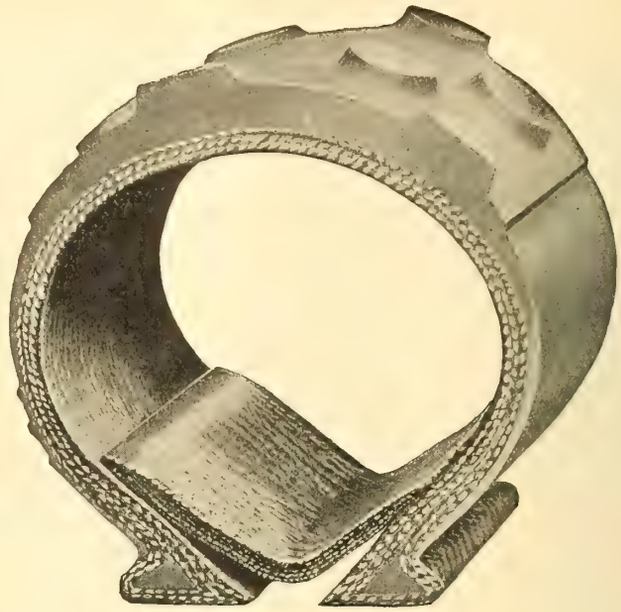
1912 MODELS **$160 TO $200**



COMPLETE 1912 CATALOG READY

WE CAN GUARANTEE
IMMEDIATE DELIVERIES

Wagner Motorcycle Co.
ST. PAUL **MINN.**



The fact that Continental-Erie Motorcycle Tires have been adopted by the leading manufacturers of motorcycles is proof conclusive that they are the best in the world.

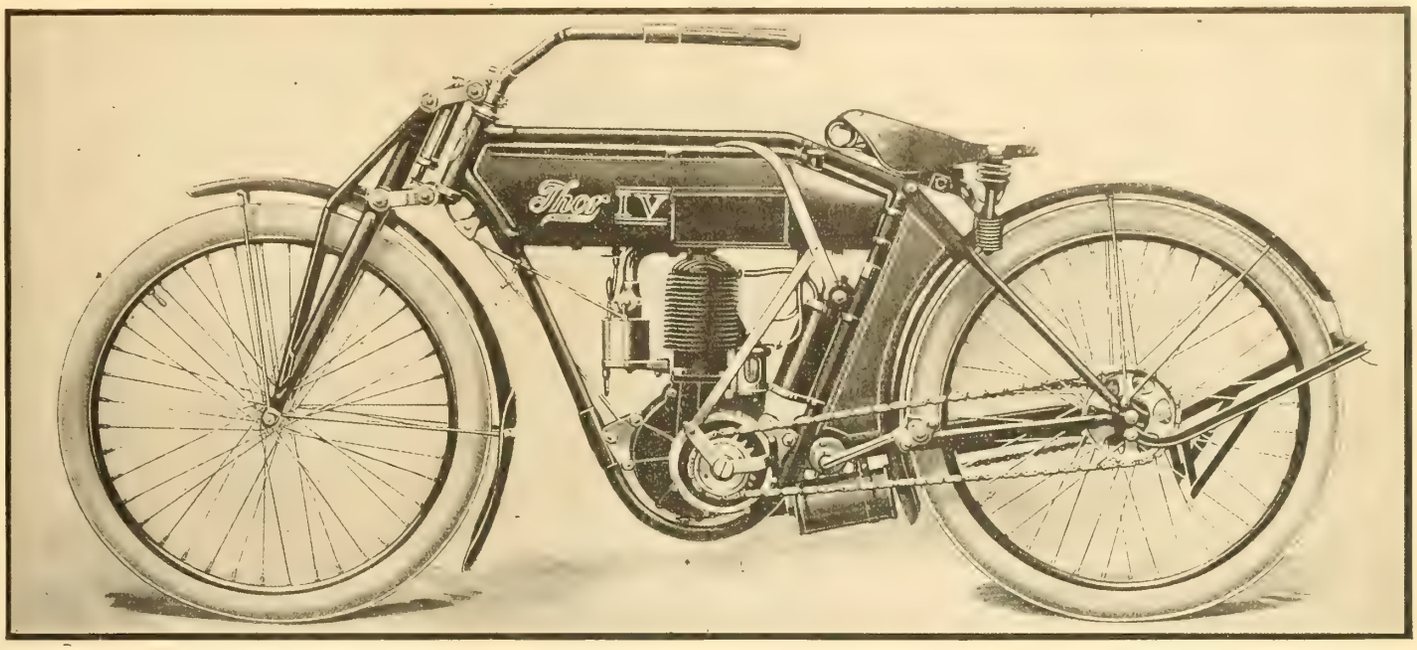
Continental-Erie Motorcycle Tires

stand the tests that tell. No tire that embodies inferior quality of material or workmanship can withstand the hard knocks that go with road tests. Continental-Erie Motorcycle Tires are made for service. They have been adopted as standard equipment by the manufacturers of the Emblem, Excelsior, Merkel, Harley-Davidson and Yale machines.

Ask Your Jobber—He Knows

Continental Rubber Works
ERIE, PA.

New York Branch—35 Murray Street
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THE NEW 1912

Commercial Type

Thor

$175

All White (the White Thor) or Thor Blue

Designed and Built for Daily Hard, Consistent Service

The best and most practical motorcycle for both business and pleasure.

The Greatest Motorcycle

OF ENDURANCE IN THE WORLD. Having won every important Endurance Contest so far held, has proven the Thor the National Road Champion of America. The Boss of the Road.

AURORA AUTOMATIC MACHINERY CO., Thor Building, Chicago

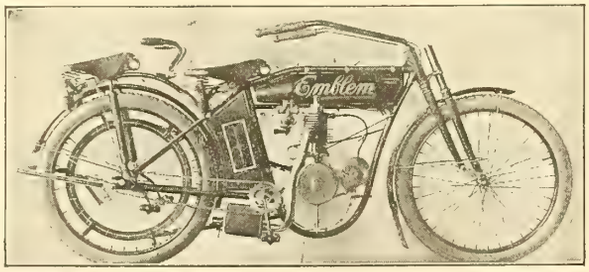
A. FREED, Pacific Coast Distributor, 1440 Market St., San Francisco, Cal.

That Spring Feeling

will soon seize you with its irresistible grip and you will long to get out in the glorious sunshine with a firm and dependable motor under you. There is no use waiting until you feel all out of sorts with yourself, everyone else and the world in general. Place your order for a

STURDY EMBLEM MOTORCYCLE

now and then when the open tc hop onto the saddle and while · the other fellow ing. To make it an ever- have a machine that can be of the day and every day in EMBLEM MOTORCYCLE speed you crave, more power money in your pocket at the



road calls you will be ready go where fancy dictates contents himself with wish- lasting joy ride you must depended on every minute the month. To ride an means satisfaction, all the than you can ever use and end of the year. You owe it to your pocketbook to investigate the EVER ECONOMICAL EMBLEM. Have we an agent in your town?

EMBLEM MANUFACTURING COMPANY, Angola, Erie County, New York

Distributors for California—JOHN T. BILL & CO., Los Angeles
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READING STANDARD

FOR PROFIT OR PLEASURE | THE NEW R-S A QUALITY PROPOSITION

OUR MANY EXCLUSIVE FEATURES, SUCH AS FOOT RESTS, DOUBLE BRAKES, DOUBLE OILING SYSTEM, R-S SHOCK ABSORBING SEAT POST, ADJUSTABLE TO WEIGHT OF RIDER, AND MANY OTHER POINTS WHICH PLACE THE R-S ONE YEAR IN ADVANCE.

TWO SINGLES
Belt or Chain.
ONE 7 H. P. TWIN
Direct Chain Drive, Undergeared Transmission.

R-S SPRING FORK. More serious motorcycle accidents have occurred through broken front forks than from any other source of trouble, and faulty design is more common in this important element than in most any other part of the machine. Reading forks are perfect in design as well as in mechanical construction. Compare the springs of the Reading fork with those of many other machines and you will readily appreciate the difference. Instead of using a multiplicity of small springs we use a single load-carrying spring several inches in length, comprising nearly 65 inches of 3/16" steel spring wire of the highest possible grade. The rebound spring is correspondingly large, thus insuring an extreme flexibility of action and positive assurance against breaking. Another serious trouble in many spring forks is the rapid wear at the joints of the rocker arms. This is due to the excessive load sometimes carried on this mechanism. On the Reading Standard fork the load is not carried on the rocker arm but on the forward member of the fork, and the rocker arms act only as distance rods to preserve proper relation of the forks, and carry no direct vertical load whatsoever.

A POWERFUL LONG STROKE MOTOR with Imported Ball Bearings, Mechanical Valves and Integral Cams and Gears.

ALL MODELS HAVE FREE ENGINE CLUTCHES. SEND FOR CATALOGUE OF
"THE FINEST MOTORCYCLE IN THE WORLD"

READING STANDARD CO., 310 Water St., Reading, Pa.

READING STANDARD

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READING STANDARD

Pope Motorcycle

With Imported Magneto, $165

RELIABILITY

As Demonstrated by Four Consecutive Endurance Runs

Four consecutive victories in recent California endurance contests run under the most varied and adverse road conditions and conducted under the strictest supervision go to show the absolute reliability of the Pope Motorcycle.

FIRST RUN—18 hour 336 mile Endurance Contest, held under auspices of the San Francisco Motorcycle Club at Oakland, October 29, 1911—



Frank Murray, of Sacramento, Cal., and His Pope Motorcycle

greatest event of its kind on Pacific Coast—E. N. Moore, an amateur, riding Pope, made *perfect score* over the hardest kinds of roads—equalling best previous performances of higher priced and higher powered machines.

SECOND RUN—Held under auspices of Sacramento Motorcycle Club, November 19, 1911. Frank Murray, riding the same Pope machine over heavy roads and up steep grades from Sacramento to Colfax and return, made a *perfect score* and beat out a 7 h. p. machine on an even start up 5 mile grade into Auburn.

THIRD RUN—Conducted by Sacramento Motorcycle Club, December 10, 1911.—Again Frank Murray rode the same Pope Motorcycle and again made a *perfect score* over bad roads and through deep mud. This contest alone did more than anything else to establish the Pope's reputation on the Pacific Coast.

FOURTH RUN—Conducted by Sacramento Motorcycle Club, January 14, 1912, when another *perfect score,* the fourth in succession, was awarded to the same machine. The route covered a distance of 144 miles. Secret controls necessitated the most consistent operation on the part of the machine in order that a uniform speed might be maintained at all times.

WHAT MORE COULD BE SAID IN PROOF OF THE POPE'S RELIABILITY

Send for Handsome New Catalog. Let us give you details of 1912 *Eclipse Free Engine Pulley.*

Some Choice Territory Still Open

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. Keenan Co., Portland, Ore.
Northwest

C. L. Smith Los Angeles
Southern California

Kimball-Upson Co., Sacramento
Northern California and Nevada

We do not believe in skimping on quality to supply quantity, but we do believe that we make the best bicycle the world ever knew—it is known as the

WHITE WING

It isn't altogether what we believe—but what the multitude of users of the White Wing Bicycle believe. It's the confidence we have in our facilities, in our workmen and co-workers that has resulted in the one perfect bicycle—perfect in lines, material and service—the White Wing.



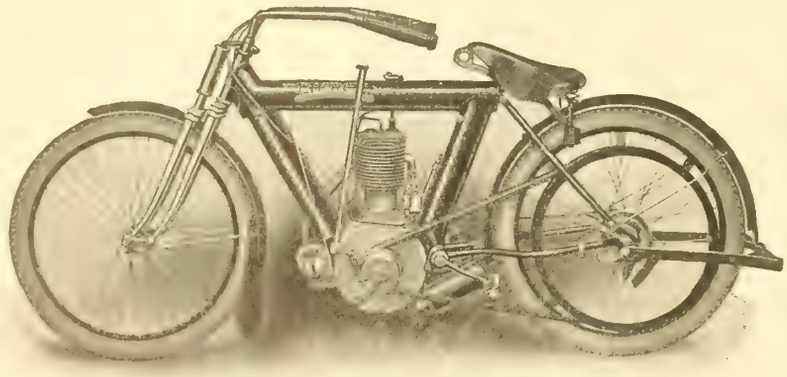
If there isn't a dealer in your locality there should be. If you are a dealer and do not handle the White Wing you are standing in the way of your own progressiveness. Our product ranks highest—our proposition is liberal and the price of the White Wing is within the reach of every possible buyer. Send now for facts.

Send for Our 1912 Catalog 52—Today

A. D. MEISELBACH BICYCLE CO., North Milwaukee, Wis.

Strength, Speed, Simplicity, Symmetry

The Life of a Motorcycle Is in Its Frame and Engine



The PIERCE frame is constructed of steel tubing 3 1-2 inches in diameter, it will not break or buckle and is built to stand all kinds of rough roads and hard use. Broken frames, the cause of frequent complaint in other motorcycles, are unknown in the Pierce.

The Pierce single has a 5 h. p. four cycle engine, fitted with roller bearings, mechanical valves, magneto ignition and free engine clutch. *This is also made to last*, not being of the excessively high speed type. Although not intended for racing, it has a speed of 55 miles an hour and power to climb hills that other singles cannot. The Pierce Single is a motorcycle with the power and road strength of a twin cylinder and the serviceability and simplicity of a single. A maximum of efficiency and a minimum of trouble and expense for repairs.

This company also manufactures the famous Pierce Four Cylinder, the most complete motorcycle made. Also Pierce Bicycles, famous for over 20 years, and ridden by all the well-known racing men.

Motorcycle Catalog "A"

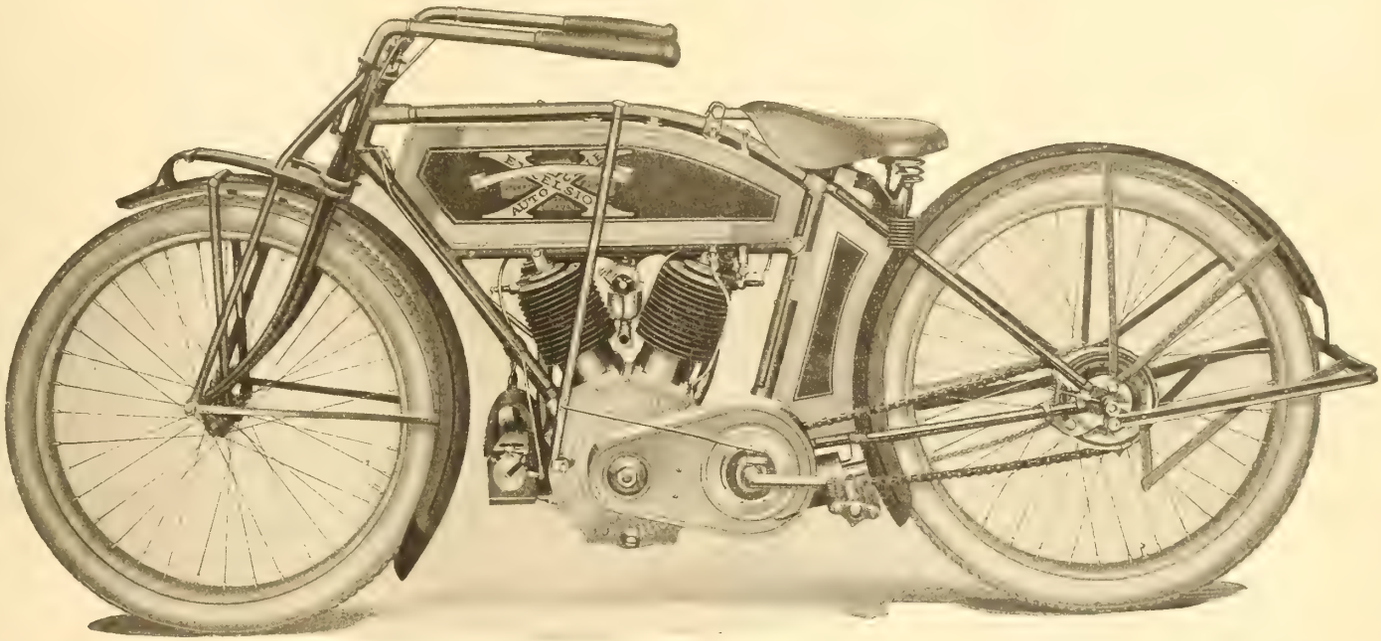
THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

Bicycle Catalog "AA"

The Excelsior Auto-Cycle Is Built—Not Made

Piece by piece, part by part, the Excelsior Auto-Cycle is **built.** The frame is of Shelby steel tubing—is reinforced—the fittings throughout are drop forged—all to give strength and durability. The cylinders and bearings are ground to size and absolute roundness with proper allowance for running fits, to an accuracy of 1/4000 of an inch. The engine is hung low to give steadiness. Autotype mud guards, chain guard, aspirator and oil-proof bearings give cleanliness. The Kumfort-Kushion spring seat post and cradle spring fork give comfort—the small number of parts, the ease of operation, give simplicity. There is nothing wanting in the Excelsior—that's why it **always makes good.**



The Excelsior Auto-Cycle Is a Masterpiece of Construction

The new 1912 models of the Excelsior Auto-Cycle are constructed by experienced machinists who have made a thorough study of every essential and detail of the motorcycle since its earliest production. The 1912 Excelsior represents a culmination of the best thought and effort in motorcycle building—and sets a standard toward which others are striving. It is clean, comfortable, strong and simple—these factors combined give it a long life.

Our Men Work With Us—Not For Us

Our men work in a modern, sunlit factory—under the best of conditions. They work **with** us, not **for** us—they cooperate in every way. Their interest is our interest, and our interest is theirs. The result is that every man puts all of his years of experience, all of his craft and pride into the Excelsior—and the Excelsior **always makes good.**

Write us for our illustrated catalog and our guarantee.

EXCELSIOR MOTOR MFG. AND SUPPLY COMPANY

2202-2258 Union Street CHICAGO, ILL.

DEALERS—GET THE EXCELSIOR IF YOU CAN

You will want the Excelsior when you know its superiority. Our advertising to the consumer will help you. We have some unoccupied territory. It may be in your neighborhood.

Leading Motorcycle Tires
Endurance Built in by Goodyear Tire Machine

We do not exaggerate when we say that Goodyear Motorcycle Tires lead.

They lead in endurance and in performance.

They hold every world's amateur and professional speed record; hundreds of tests in factory and field have proved them the most durable tires in existence.

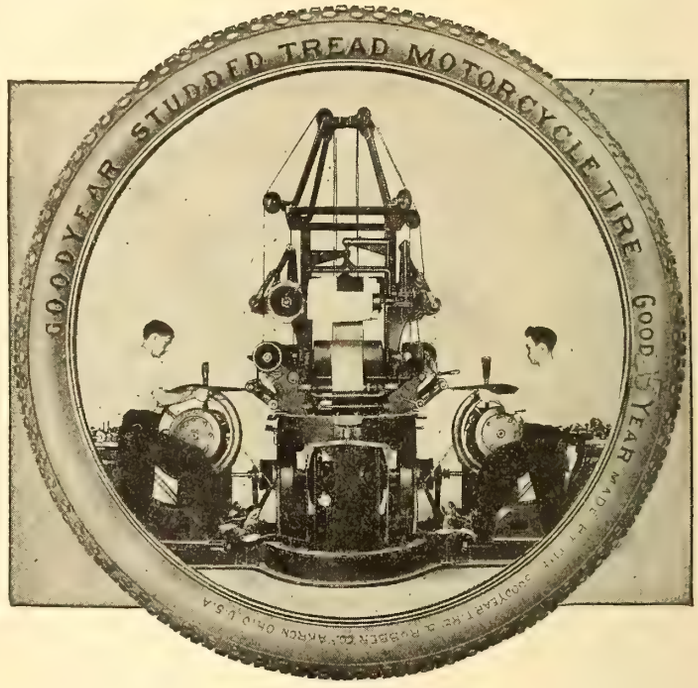
The 13 largest motorcycle manufacturers have contracted for Goodyear Motorcycle Tires for their this year's output. Every third new machine this year will be tired with Goodyears.

Made on the Goodyear Tire Machines, these "little brothers" to No-Rim-Cuts offer tire buyers an unusual service.

We wish you could go through other motorcycle tire factories—and then go through **ours.**

We would like you to compare our policy and our methods with those commonly used.

We would like you to watch step by step, the fascinating process by which from a wealth of tire building experience the world's master auto tire builders perfect these tires for **motorcycles.**



Our Tire Machine

You would see the most perfectly equipped factory in the world—and on all sides you would see signs of growth—development—improvement.

For instance, you would see among other special machinery a new patented device for stripping the feather edge off the semi-cured tire beads before they are built into the tire.

And you would see the Goodyear Tire Machine—the only machine that eliminates human error in tire construction.

Tires of Uniform Strength

In building a tire, a number of plies of fabric are stretched one at a time over an iron core. To secure uniform strength and endurance every successive ply must be stretched on at **uniform tension.** If one ply is loose and the next one tight, the tight ply gets all the strain—eventually gives way, and the tire is soon ruined.

Our tire machine builds **perfection** into the tire.

Hour after hour, day after day this machine with unfailing accuracy stretches on ply after ply without slightest variation in the tension. No hidden loose plies to shirk their duties. No over strained plies to give way. Nothing but supreme uniformity; and as a result a proved **durability** equalled by no other tire in the world.

GOODYEAR
Motorcycle Tires

BULLETIN

At Los Angeles, Feb. 11, Goodyears make clean sweep, lowering 2 World's Records: 2-mile, 1:19⅗; 4-mile, 2:40⅘. Hasha wins both on Goodyear Tires.

You Pay Nothing Extra

Goodyear Motorcycle Tires are built for standard rims and are supplied by all first class dealers at the same price you would pay for any standard tire.

You pay nothing extra for the painstaking workmanship—nothing extra for the years of successful auto tire building experience—nothing extra for the tire perfection and greater endurance rendered by the tire machine which was made and is controlled exclusively by us.

All this you get for the mere price of the tires alone—tires that are past the **experimental stage**—saving tires that reduce to the very minimum punctures and all other tire troubles.

With such tires as these at your command it is folly to chance lesser tires.

Ask for Our Book on Motorcycle Tires

This book tells all about the Goodyear Quintette of Motorcycle Tires—"one for every road condition."

It will also safeguard your pocket book against tire wastes that mean not only financial loss but a loss of pleasure and service not to be measured in dollars and cents. Send today for the book.

THE GOODYEAR TIRE & RUBBER CO., Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

Full Line of Motorcycle Tire Accessories. Write for Booklet.

THE
BICYCLING WORLD and MOTORCYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, February 24, 1912. No. 23

FORMER CYCLE MAKER RESUMES

Meiselbach Finds Encouraging Field in Manufacture of Bicycles—Demand for Cycles of Quality Ever Prevalent.

North Milwaukee, Wis., Feb. 17.—Directly in the shadow of the great plant where he once built 1,000 bicycles a day and became one of the pioneers of the industry in its palmy days, A. D. Meiselbach, after unsuccessful ventures in the typewriter and motor truck field, again is building bicycles—building them on a comparatively small scale at present, but with big plans for the future.

Situated on a four acre tract, on the lines of the C., M. & St. P. R. R., the factory occupies an acre of ground. All the buildings are one story, and in the systematic and economical routing of the work through the shop, Meiselbach has applied that productive ability that brought him prosperity in former days and which appears to have lost none of its old time capacity for accomplishment.

Quality is the business creed of Meiselbach, and he says that his prices are made last. First come the best materials obtainable, the best workmanship and the best equipment. He believes firmly that there a great many people who want and will pay for a quality bicycle.

The present daily output is given as between 75 and 100, and the season's production is estimated at 15,000 machines. Meiselbach says he has enough orders on the books now to take all the machines he can build this year.

His three leaders are the White Flyer, Wisconsin Regular and Wisconsin Roadster. Finished in pure white with gold and nickel trimming, the Flyer is a handsome machine. He is building bicycles only and building them the best he knows how.

Although it is a year since the plant started making bicycles, the organization has only just been completed, and now the shop is running to capacity. Meiselbach, being a mechanical man primarily, is on the job from early morning until late at night and keeps a watchful eye over all that goes on.

Breed Motorcycle Co. Secures Plant.

Bay City, Mich., Feb. 20.—Machinery will be installed at the old Episcopal mission on Taylor street, at once by the Broad Motorcycle Company, and work on the construction of machines will begin immediately. The building, which is to be used only for temporary quarters, has been remodeled. Parts for the machines have been constructed at the old factory in Detroit, and these will be assembled as soon as the temporary factory is in readiness. About 25 men will be employed at the start, under the supervision of George Breed, who will have complete charge of mechanical construction.

DeSalvo Becomes Excelsior Agent.

Chicago, Feb. 20.—Joseph DeSalvo, the Chicago motorcycle racer, is going to enter the selling field for himself. He already has secured the agencies for Excelsior motorcycles, and Excelsior bicycles, which, despite the similarity in name, are made by independent concerns. The store will be located on West Jackson Boulevard, but the exact spot has not yet been definitely settled, as several sites are under consideration. A first-class service department will be mainetined. DeSalvo also plans to continue in the racing ranks, and will pilot an Excelsior, as usual.

Kinney to Establish Jobbing House.

Indianapolis, Ind., Feb. 20.—John H. Kinney, formerly buyer for the Hearsey-Willis Company, of this city, will open a new jobbing house in Indianapolis in the near future.

TRADE IN THE MIDDLE WEST

Arthur Davidson Says This Year's Motorcycle Sales Will Equal All Previous Years Combined—Rational Market.

No better barometer of the prospects for the motorcycle industry for the coming year, is available for consultation, than the conditions present and potential in the great Middle West, the most fertile selling section in the country. More motorcycles already are in use in this territory, and more ripe prospects are waiting to be gathered, than in any other district, a fact well recognized by the sales staffs of the wide-awake manufacturers who are planning to work this rich field the coming season, as it never before has been worked.

Discussing conditions in this territory, and the outlook which they reflect, Arthur Davidson, of the Harley-Davidson Motor Company, Milwaukee, who through long familiarity with the sales problems of the Middle West, is unusually well qualified to analyze their future growth, says:

"Speaking for ourselves, but also with the strong belief that it represents the situation as it confronts all the makers, I have been traveling this territory to a considerable extent for the past five years, and as the motorcycle business improved, each year excelled its predecessor in volume of sales, but I believe that in 1912 the business done will equal that of all previous years combined. Not only are new people taking up the motorcycle in earnest, but the old dealers are doubling and tripling their sales, and some of them even show a higher percentage of increase.

"Bear in mind that December, January and the expired portion of February just passed, have been the coldest months in this section in 30 years. Another factor that seems to be contributing largely to

the general popularity which motorcycles are enjoying at present, and citing our own experience, it is amazing to note the number of people who are manifesting deep interest in the very general trend toward comfortable riding machines, as exemplified in spring seats.

"The introduction of the spring seat seemed to be the very thing needed to effectively combat the popular prejudice against motorcycles, because of their alleged excessive vibration qualities. Then again, all machines are better mechanically, cleaner, and appeal more strongly to a higher class of citizens who are prospective buyers.

"It is a very noticeable fact that each year the motorcycle is attaining a higher standard of riders in the Middle West, and, while we regret to say that the open muffler pest still is in our midst, the manufacturers, dealers and the F. A. M. are doing everything in their power to elevate the standard of motorcycling, and they seem to be succeeding admirably well.

"As to the dealers, the Chicago show probably was the best indication of their enthusiasm. They came in great numbers, and all seemed very enthusiastic and optimistic over the outlook. By no means insignificant is the fact that dealers are placing orders and contracts early, and while we have preached this advice incessantly in the past, this year the dealers have responded more strongly than ever.

"This is a good thing, because it lengthens the selling season and gives the manufacturer a chance to get out his demonstrating models, and take care of the initial rush of orders which always follow the announcement of a new model. It also gives him half a chance to prepare for the annual spring rush.

"Dealers will sell machines now, because they have an early start, and will not wait until fine weather begins before going after business. While rumors have been afloat that deliveries would be late this spring, I do not believe this to be a fact, as yet. We have been storing machines for some time past in the Milwaukee Auditorium, in anticipation of the spring rush, and unless something unforseen turns up, Harley-Davidson dealers have nothing to fear on this score, but as for others, I, of course, do not pretend to prophesy the outcome.

"General business conditions are not above normal, although they do seem to be improving slowly. The increased demand for motorcycles this year is not due to unusual prosperity, but to a rational market for transportation facilities that are better, quicker and more economical. The motorcycle alone meets those requirements. A great number of sales in the Middle West have been for commercial purposes, such as to telephone companies, solicitors, collectors, R. F. D. carriers, travelers, contractors, and municipal departments, and innumerable lines which require transportation facilities, and are willing to have the capability of the motorcycle demonstrated to them.

"While the racing game has fascinated the younger generation, and also those who are keen on sport, we still are of the opinion that the greatest future of the motorcycle lies in its commercial end. I recall one case in particular, where one of our dealers made a personal canvass of the retail merchants in his city, and by showing them just what results could be obtained with a motorcycle, three sales were made—two to retail grocers and one to a butcher. The strange part of it was, that none of the three purchasers ever had manifested any interest in the possibilities which the motorcycle held for their business, previous to the call of the wideawake agent.

"Live dealers are waking up to the possibilities of the motorcycle industry, and are going after it scientifically in their territories, particularly through the agencies of general publicity, demonstrating and personal solicitation, and this year it is gratifying indeed to note the unprecedented activity among agents in these respects. Summing up the situation in this rich territory, I will say 'Just watch the Middle West absorb motorcycles in 1912.'"

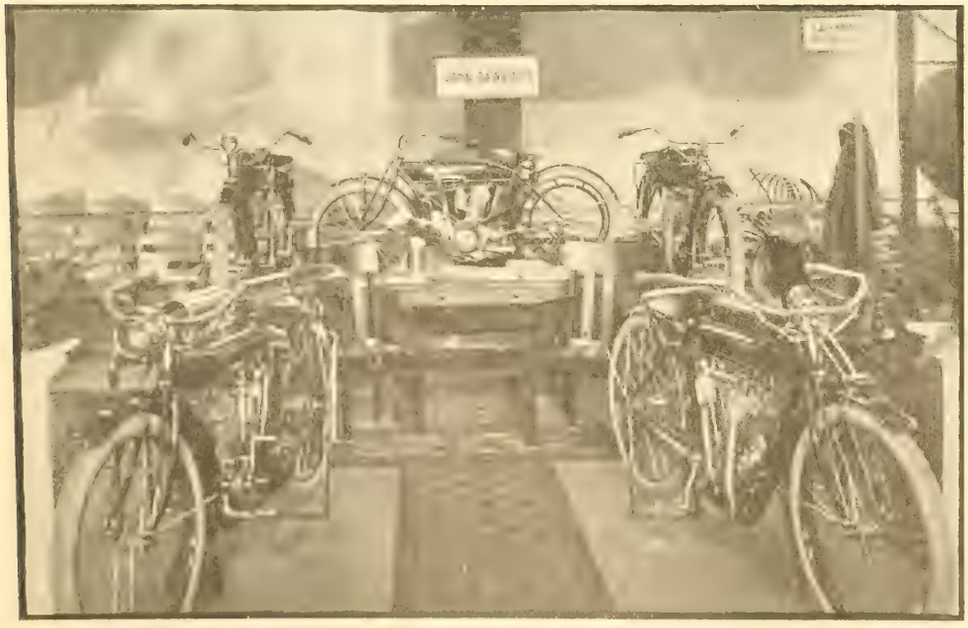


EXHIBIT OF JOHN RAWLING, A LEADING DEALER, AT SCRANTON, PA., SHOW

Fine New Home For Jenkins & Co.

Des Moines, Ia., Feb. 19.—Work on a two-story brick building at the southwest corner of Twelfth and Locust street, has been begun by Jenkins & Co., agents for the Indian and Excelsior in this territory. The new building will not be a store, neither will it be simply a garage, but a happy combination of both, having an up-to-date corner show room, and the rest of the lower floor, with the exception of two small stores, which will be rented, will be an open garage with lockers for rent, rest room, etc. There will be 8,500 square feet of floor space.

A part of the upper floor will be devoted to the shop, there being simply a shop door on the lower floor. The rest of the upper floor will be devoted to the company's accessory business, which is large, it being reported that the house did the largest accessory trade in Iowa last year, and 20,000 catalogues will be issued this spring. Preparations are being made to sell 500 motorcycles this year, which will more than double last year's sales. All indications point to a like increase in the accessory department also.

F. R. Jenkins, of the company, is State commissioner of the F. A. M., and would like to get into communication with enthusiastic motorcyclists throughout the State who may desire to become local commissioners.

U. S. Tire Co. Will Sell Wholesale Only.

A radical change in selling policy which is of great importance to tire dealers throughout the country, just has been announced by the United States Tire Company. Formal notice has been given that in future no tires of any kind will be sold at retail by this concern. Signs announcing this fact already have been posted in all of the company's 26 branches located in various cities from New York to San Francisco, and the new order becomes effective immediately.

Pacific Cycle & Arms Co. Succeed Putzman.

Alameda, Cal., Feb. 17.—E. O. Putzman has sold out his business to the Pacific Cycle & Arms Co., composed of Alameda parties, with I. J. Durand as manager. Putzman is going into business with A. W. Castner, of San Francisco, a well-known repair man, and they will open a motorcycle repair and supply depot at 1623 Market street, in that city.

THE "UNDERSLUNG MILITAIRE"

Remarkable for New Features and Departure from Practice—Low Center of Gravity—Multiple Speeds—Reverse.

Showing individuality in every line of design and detail of construction, the machine illustrated herewith, known as the "Underslung Militaire," the product of the Militaire Auto Company, of Cleveland, O., is the latest entrant to the large and rapidly growing family of two-wheeled auto vehicles. Radical to a degree, it might well stand as the last word in an industry of remarkable development, as also a fitting testimonial to the expressed determination of the makers to offer a machine of a type designed to give only the maximum of comfort, service and efficiency.

In the endeavor to combine the advantages of the four-wheeled and two-wheeled types and dispense with the objectionable features of both, there are offered: Non-skid construction principles as embodied in the underslung frame, giving the lowest possible center of gravity; idler wheels that may be lowered or raised at will, to preserve equilibrium while standing or running at slow speed and to prevent side-slip in heavy or sandy roads; and tires of generous size, 28 in. x 2¾ in. or 3 in., with ample clearance for non-skid chains.

Further details are: Artillery wood wheels; long wheel base—64 inches; cantilever suspension spring with bucket seat, eliminating vibration; variable riding position—22 ins. to 28 ins. from the ground and fore and aft movement of 4½ ins.; steering wheel identical with standard automobile practice, with spark and gas control levers on steering post; foot-controlled clutch, speed change, and brake; dust and water-proofed friction drive; and speed changes from 30 to 1 on low, to 3 to 1 on high, and 10 to 1 on reverse.

If possible, the most radical evolution is seen in the front hub and axle, which are extremely novel. This construction provides for the entire load of the forward half of the machine coming directly on the axle, removing this burden completely from the forks. The forks operate to guide front wheel only and have no other load whatever. The rear wheel is provided with knock-out axle, permitting of its being dismounted without disturbing adjustments.

The idler wheels attached to each side of frame are lowered by a convenient shifting lever at the right of seat, and are raised by pressing the button shown on footboard. These small rubber-tired idler wheels and the very low center of gravity undoubtedly increase the factor of safety considerably.

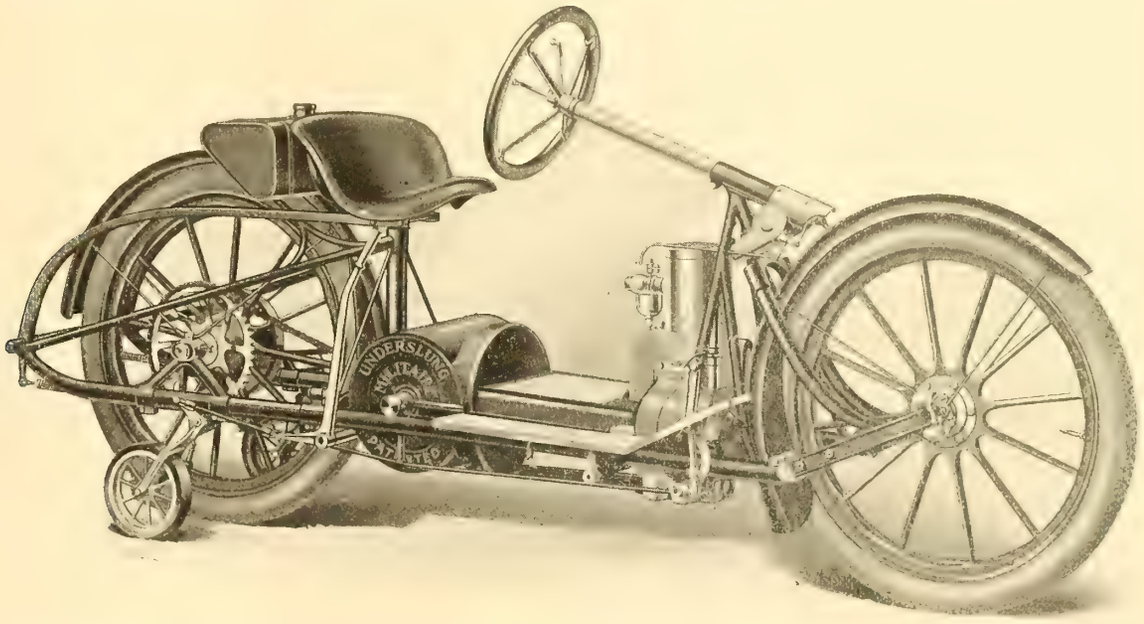
The engine is a vertical cylinder, air-cooled, with vertical fins, enclosed by polished casing, open at top. The air is drawn down by a highly developed sirocco blower in flywheel and discharged downward and away from the rider. This is a most effective cooling system and is equally efficient with the machine standing or traveling.

The 3½ in. x 3 43/64 in. engine is consistent with the best engine practice, embracing perfect combustion, highest type of magneto ignition, ball bearings and remarkably efficient eccentric counterbalanced flywheel, with a perfectly developed oiling scheme.

The multi-variable friction drive should prove a particularly valuable equipment, as all experienced riders know, and is designed to eliminate entirely any fear of steep grades or sandy stretches. The control of this feature is particularly convenient. The lever on the right operates forward to throw out the clutch, when speed may be changed by lever on the left footboard. Or, the right lever may be moved still further forward and operate the band brake. This band brake and the reverse drive as an emergency brake give absolute safety and control.

The reverse appeals strongly to the city riders and will prove invaluable where the rider finds himself in an awkward position in congested traffic.

The bucket seat, wide footboards and perfect housing of the operating parts make it possible for anyone to ride without soiling or injuring good clothes, and a lady may ride it without embarrassment. From every standpoint, it is clear that the manufacturers have gone far toward anticipating the ever-increasing demands in the two-wheel auto world.



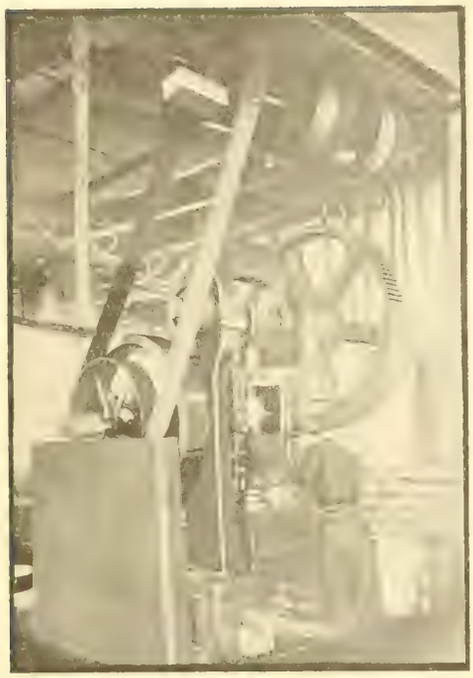
UNDERSLUNG MILITAIRE, 5-HORSEPOWER SINGLE CYLINDER (INTERCHANGEABLE FOR TWIN). PRICE, $300

Meiser Is New Black Hawk Manager.

Rock Island, Ill., Feb. 19.—Arrangements have been concluded whereby G. H. Meiser will be one of and financially interested in the Black Hawk Motorcycle Company of this city. He has assumed the duties of general manager and will supervise the designing and manufacture of Black Hawk motorcycles. President R. W. Gould, of the company, states that the company is bending every energy to produce a strong array of machines for the opening of the spring season, and with Mr. Meiser at the head of the construction department every demand of the trade will be met as promptly as is consistent with capable and efficient workmanship.

Price Purchases University Cycle Co.

Gainesville, Fla., Feb. 19.—C. A. Price, who for some time has conducted a bicycle agency and repair shop on West Mechanic street, has purchased the business of the University Cycle Company, East Main street, South, from C. W. Chesser, and will consolidate the two stocks at the latter location.



HARLEY-DAVIDSON'S 200,000 LB. PRESS

Presses That Stamp Free Wheel Clutches.

Milwaukee, Wis., Feb. 19.—In the plant of the Harley-Davidson Motor Company, in this city, are two 200,000-pound presses, an illustration of one of which is shown on this page. These presses, it is claimed, are the largest ones used in the motorcycle industry, and they are used in doing the heavy stamping work so essential to the company's product. Without these presses, the Harley-Davidson people say, it would be absolutely impossible for any manufacturer to build a clutch like the free wheel control on their machines, and build it cheap enough to sell it at a price within the reach of the average motorcycle buyer. It is the equipment of the plant that makes this possible.

It is necessary to keep these two presses working day and night six nights a week, to make enough clutches to take care of the factory's demand for them.

Changes in Merkel Selling Force.

Middletown, O., Feb. 19.—President K. R. Jacoby, of the Miami Cycle and Mfg. Co., makes official announcement that E. M. Jackson, who has been sales manager of the agency division of the company, has tendered his resignation, and will be sales manager for the Elyea-Austell Company, of Atlanta, Ga., distributor for the Southern States for the Merkel and other Miami products.

Edward Buffum, who has been connected with the company in the position of sales manager of the motorcycle department, is to take over the distribution of Merkel motorcycles in one of the important eastern centers. The growth of the Merkel motorcycle has been so pronounced that it has been found necessary to have an eastern distributing point for the proper handling of the business in that section, and Mr. Buffum's long association with the motorcycle business and his knowledge of conditions in that territory assures the agents in that district the best of service in having this distribution in the hands of Mr. Buffum.

Motor Car Equipment Co.'s Uptown Branch

The Motor Car Equipment Company, 55 Warren street, New York City, which is probably the largest exclusively wholesale automobile and motorcycle supply concern in the country, has opened an uptown branch at 238-240 West Fifty-sixth street, near Broadway, where an extensive stock of the best imported and domestic accessories will be carried for the convenience of its uptown trade, and the neighboring localities in New York State, New Jersey and Connecticut. The rapid growth of the company's business has necessitated this additional branch, covering 10,000 square feet of space. H. H. Seabrook will be the branch manager.

Spingler & Gosnay, New Philadelphia Firm.

Philadelphia, Feb. 21.—L. J. Spingler, local F. A. M. commissioner, has arranged a business partnership with Sylvester A. Gosnay, under the firm name of Spingler & Gosnay, who have opened up another store at 2003 Market street, within the great business centre of the Quaker City, and on the coming automobile row. They have the exclusive agency for the Thor and Excelsior lines for southern and western Philadelphia, and will carry a full line of parts and accessories. In addition they will conduct a first class repair shop, suitable for repairing all makes of motorcycles, Mr. Spingler being known as one of the best motorcycle mechanicians in this section.

Lang Increases Harley-Davidson Order.

Chicago, Feb. 20.—C. H. Lang, agent for the Harley-Davidson, expects to open his fine new store at 1704 Michigan avenue, on March 1. In connection with the new headquarters, there is being installed an efficient service department. Mr. Lang has increased his orders with the Harley-Davidson to supply him 1,200 machines for 1912. His original contract called for 1,000, but as he has already sold nearly 300 he did not want to take the risk of another famine such as he experienced two years ago, and when he received assurances from the factory that his quota would be 1,200 he was greatly relieved. The increasing of orders by agents at the Chicago show determined the matter to Mr. Lang's satisfaction that he would want more machines.

Transue-Williams Co. Has Fire Loss.

Alliance, O., Feb. 19.—A fire that completely gutted the main building of the Tramsue-Williams Company, manufacturers of bicycle and automobile forgings, caused $50,000 loss. The fire started in the boiler room about daybreak from an explosion of some kind, and the fire department succeeded in confining the flames to one building. Treasurer F. E. Russell, of the company, states that the building will be rebuilt at once. The fire threw 350 men out of employment temporarily.

New H-D Agency at Two Rivers, Wis.

Two Rivers, Wis., Feb. 19.—Joseph Peterik, the well-known cycle man of Manitowoc, and county agent for the Harley-Davidson, has opened a branch in this city under the name of the Western Supply Company, with Walter Watzl in charge. Mr. Peterik has been contemplating the establishment of an agency here for some time, as the territory is an excellent one.



NEW STORE OF HARRY L. NEFF, 106-108 FEDERAL STREET, PITTSBURGH, PA.
The street has been raised 11 feet, and this store is the first to be painted white to comply with Business Men's Association, that Federal street be made Pittsburgh's "Great White Way."

MOTORCYCLES IN EAST INDIA

Consular Representative Makes Good Report on Trade Prospects from Madras —Fine Roadways Prevail There.

India, according to the report of Jose de Olivares, U. S. Consul at Madras, presents an attractive export field for American makers of bicycles and motorcycles. His report in part says:

"The expansive area of the city of Madras and the inadequacy of its inter-urban trolley system necessitate the use of an unusually large number of private conveyances of every description. The city is 36 miles long by three miles wide, and the chief commercial district is separated from the residential section by a system of esplandes and military reservations 2½ miles in width. Added to this, Madras has 300 miles of macadamized streets and roadways, the excellence of which is surpassed nowhere.

"A natural outcome of the foregoing conditions is a large demand for rapid-transit power vehicles, among which the motorcycle is extremely popular.

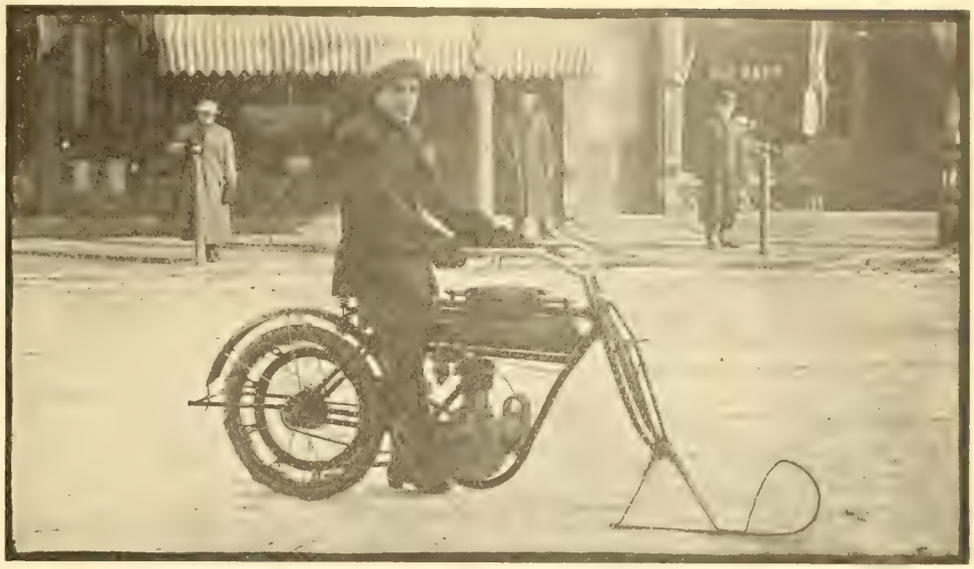
"The number and value of motorcycles imported into Madras from all countries, during the year 1910-11, was as follows: From the United Kingdom, 96 machines, valued at $19,429; Belgium, 33 at $4,879; Germany, 21 at $3,299; Straits Settlements, 1 at $81; total, 161 machines valued at $27,688.

"During the present year other countries, in addition to those mentioned in the foregoing table, have entered this market, so that at the present time the machines chiefly handled by the dealers of Madras are as follows: British, Triumph, Bradbury, Douglas, Lloyd, Rover, Singer, B. S. A., Minerva, Humber, Rex, Roe, Vindic, Premier, and Matchless; American, Indian; Belgian, F. N. and N. S. U.; German, Durkopp; Swiss, Motosacoche; French, Motoreve. Motorcycles are retailed here at $145 to $300.

"The one American motorcycle handled in Madras is a high-grade machine and is steadily growing in local favor. There is, however, undoubtedly room for other Amercan makes, and more especially for a motorcycle that can compete favorably with the lower priced European machines, such as retail here at $145.

"The fuel universally used hereabouts for motorcycles is gasoline, which is imported into this district from Burma, Sumatra, and the United States, and retails locally at $0.32½ per gallon.

"The same conditions which make for trade in motorcycles in Madras likewise result in a large local business in bicycles and their accessories. The bicycle is in use by all classes, embracing Europeans, Eurasians, and Indians.



FORD SANFORD, MIDDLETOWN, O., WITH MERKEL RIGGED WITH SLEIGH RUNNER

"Among the numerous makes of bicycles in use hereabouts, the majority of which are English, the following machines figure prominently: Singer, Rover, Gladiator, B. S. A., Humber, Triumph, Swift, Milford, James, Raleigh, Rudge-Whitworth, Starley, Minoru, and Component.

"The importation of cycle materials into Madras during the year 1910-11, was as follows: From the United Kingdom, 2,416 bicycles valued at $56,554; bicycles with accessories, 828 at $25,337; accessories, $29,-089; from Germany, 5 at $105, 6 with accessories at $267, accessories, $616; from Holland, 4 at $97, with accessories, 4 at $146, accessories, $9; from the United States, 2 at $58, none with accessories, accessories, $276; from all other countries, 4 at $117, none with accessories, and accessories valued at $3. Totals: 2,431 bicycles valued at $56,931; 838 bicycles with accessories at $25,750, and accessories valued at $29,992.

"The prevailing retail price of bicycles in this market range from $18 to $81, the most popular type being among the cheaper and intermediate grades. A large amount of the local retail business in bicycles is on the easy payment system.

"It is believed that serviceable American-made bicycles which could be retailed here at $20 to $50 would find a good market in this district.

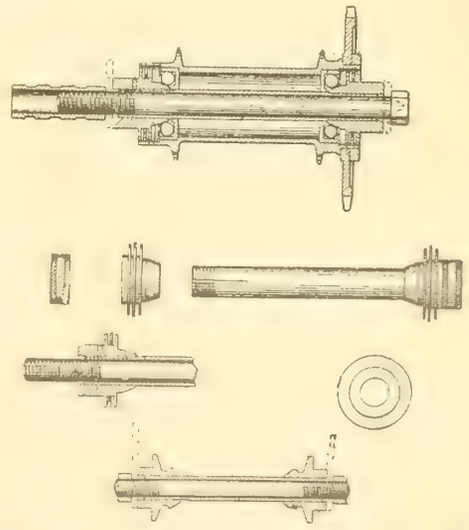
"List of importers and dealers in motorcycles and bicycles in Madras will be found in the World Trade Directory issued by the Bureau of Manufactures."

Combining Motorcycle With Sleigh Runner.

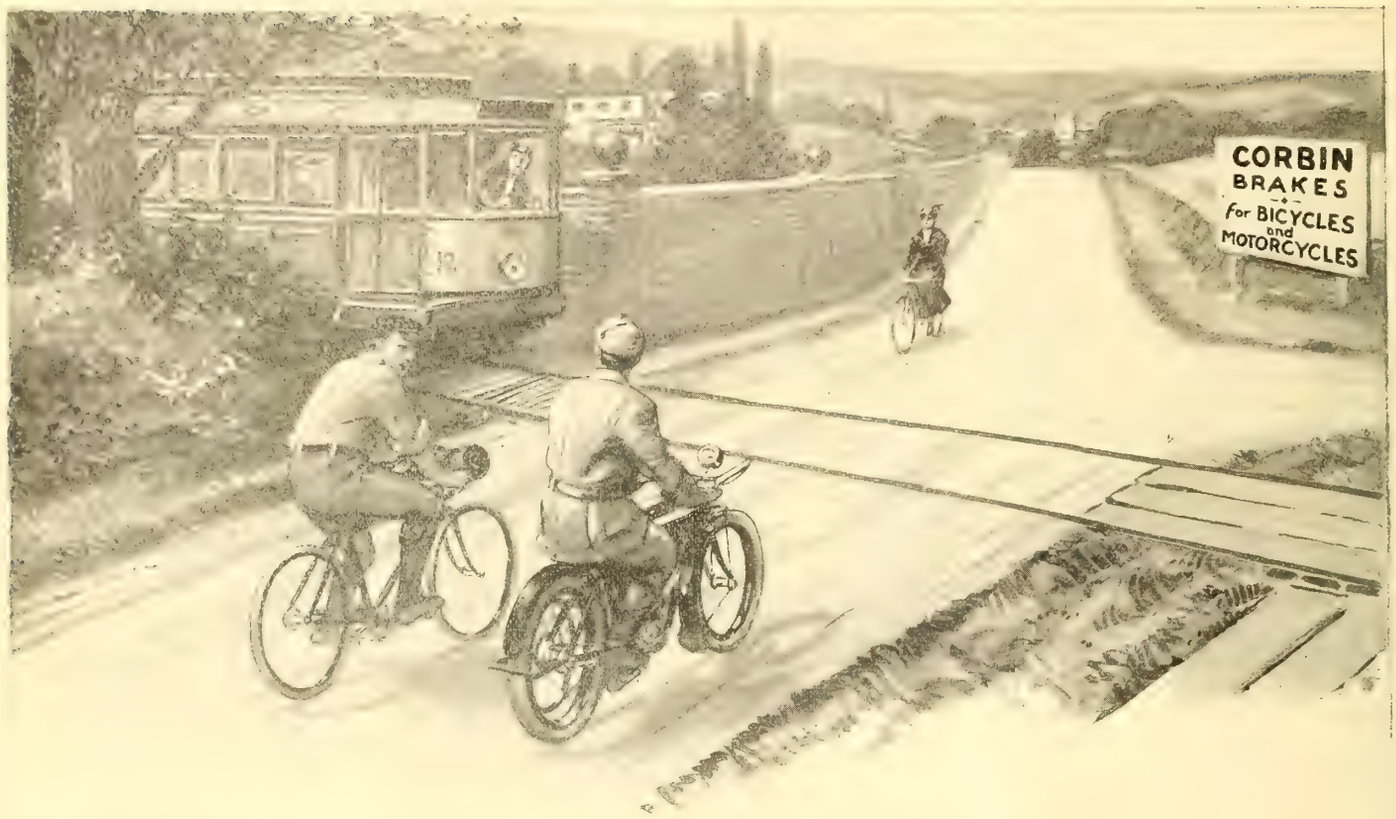
Not often is one fortunate enough to be able to experience the combined joys of winter motoring and sleighing simultaneously. With a keen appreciation of the pleasures which both hold, Ford Sanford, of the Miami Cycle & Mfg. Co., Middletown, O., resolved to spread eagle the field and share them, and he succeeded by applying a runner to the front fork of his Merkel in lieu of the usual wheel. The accompanying illustration shows how the unique plan was worked out, the runner being mounted on a regulation ball bearing hub. A chain on the rear tire provided traction. Ford's novel "motor-sleigh" caused not a little rubbing of eyes and ejaculations of astonishment among the citizens when it appeared on the streets, the more so because of the continuous satisfactory service which it is giving. When Sanford first appeared on the streets he created a sensation.

Eclipse Now a Blodgett Patent Licensee.

A. J. Musselman, of Chicago, has closed a license arrangement with the Eclipse Machine Company, of Elmira, N. Y., to produce knockout front hubs under what is known as the Blodgett patent, No. 710,241, dated September 30, 1902. Mr. Musselman now controls this patent, and as this type of hub is being largely used on motorcycles, and also on aeroplanes and similar vehicles, he states that he will institute proceedings against all whose use of this type of hub is unauthorized under the patent.



DETAILS OF BLODGETT KNOCKOUT HUB



Ensure Safety and Absolute Control by equipping your machine with a

CORBIN BRAKE

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NEW YORK, FEBRUARY 24, 1912

National Tour Should Be Successful.

Ambitious in its purpose, the project to hold a 2,000-mile motorcycle tour, ending at the place where the National Assembly of the Federation of American Motorcyclists will be held during the approaching summer, does not present the difficulties that at first glance seemed to beset it. A few years ago the lack of route information, the uncertainties of mechanical construction, the lack of suitable accommodations en route, and many other discouraging aspects would have put a damper on the whole proceeding, and in all probability caused its abandonment.

Today the situation is different. Vast progress has been made in mapping out the country by the motorcyclists' big brothers, the automobilists, and today there is practically no part of this vast land that is unknown to both classes of motorists. The development of route information also makes it possible for private parties of tourists, or single individuals, to traverse the country from ocean to ocean on motorcycles, without suffering the inconveniences once attendant upon such an experiment. A glance at the map printed on the center pages of this book will at once enable the reader to grasp the vastness of the work which has been accomplished.

Motorcyclists have proven by the numerous endurance tours of the past few years, that they are capable of traveling in large bodies long distances with a very small percentage of delay or accident, and the chances of carrying a big number of starters through a 2,000-mile tour are exceptionally good. Mechanical refinement of the past two or three years has so altered the conditions of active motorcycling that a trip of that duration is now being looked forward to with great eagerness, so that a sufficient number of entrants to make the proposed tour a success is practically assured in advance.

A capable committee of the Motorcycle Manufacturers' Association is considering the tour from the standpoint of the trade. The outcome of the deliberations of this committee is awaited with interest, as the support of the manufacturers is necessary for the tour's successful culmination.

The Question of Sport Jurisdiction.

A sharp reminder of the power of organization was given this week at Buffalo when the Amateur Athletic Union, with which the National Cycling Association is affiliated by articles of alliance, promptly refused to allow its athletes to compete at a set of games where there was to be run a series of bicycle races in which 31 suspended riders were entered.

In consequence it was necessary for the promoters to omit the bicycle races from its program. So determined were the riders in their defiance of authority that they attempted to secure an injunction from the courts, restraining the N. C. A. from enforcing its suspension. This, too, failed of its purpose as the court denied the application.

The Buffalo suspensions matter clearly shows the results of riders accepting bad advice from alleged friends. A voluntary act on the part of the rider in riding under the rules of an organization obligates him to obey those rules. It is within the province of the governing body to inflict punishment by suspension, and folly for the suspended rider to seek redress in the courts. Every decision so far rendered in cases of this kind has been against the plaintiffs, and has sustained sport governing bodies in their right to inflict the punishment of suspension.

The question actually rests upon the proprietorship of the rules. These rules are the property of the sport governing body that formulates them. The act of a rider in registering under these rules is voluntary on his part—there is nothing compulsory about the matter—and a violation of the rules make him amenable to punishment under them.

That is the whole gist of the subject in a nutshell, and the same question of self-imposed obligation applies equally to competitors in all branches and grades of sport, both amateur and professional.

Some Spring Suggestions on Advertising.

With the opening of the season, again arises the question of advertising, to which it is timely that some thought should be given. Advertising can be made one of the most remunerative departments of any business, wholesale or retail, or it can become most expensive and unproductive.

To the manufacturers of bicycles and motorcycles appealing to the dealer, the proposition is one dealing principally with quality and price; but when the appeal is made to the buying public, by either manufacturer or dealer, the problem then becomes one of the most subtle and complex with which the modern man of business must deal.

Then, the mere statement of so much quality or of so attractively small a price, is of secondary importance. Such statement of mere facts is of interest only to those who already are users. In the vast field of the unconverted it is seed sown on barren or at best, ill-prepared ground.

Here enters the subtlety and complexity of the question: To first create in the mind of the reader, of your prospect, a desire for your article; an understanding of the uses to which it may be put, of the benefits of such use to him and the pleasure and enjoyment to be derived. If possible, be acquainted intimately with your product, be an enthusiast, cultivate enthusiasm in others, have at your command the knowledge of the benefits and pleasures yourself and others have derived from the respective machines—pedal or motor propelled. Write and talk accordingly, make your point—then talk quality or price.



February 24-March 2, Brooklyn, N. Y.—Annual automobile and motorcycle show in Twenty-third Regiment Armory.

February 24, New York City—Century Road Club Association annual dinner at the Broadway Central Hotel, Broadway and Third street.

February 26-March 3, Quincy, Ill.—Second Annual Mississippi Valley Automobile Show, under the patronage of Quincy Auto Club, at Highland Park Pavilion.

February 29, New York City—United Spanish War Veterans, two miles handicap flat-floor bicycle race and general athletic games, open, at the 22nd Regiment Armory.

March 1, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

March 1, Brooklyn, N. Y.—Atlas Bicycle Club first annual theater party and banquet at the Orpheum Theater and the Brooklyn Hof-Brau.

March 2, New York City—Dominican Lyceum two miles handicap flat-floor bicycle race and general athletic games, open, at the 71st Regiment Armory.

March 4-11, Denver, Colo.—Motorcycle, motorcycle accessories and automobile show in Auditorium.

March 16, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 5, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 13, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 14, Brooklyn, N. Y.—Atlas Bicycle Club first annual spring century run, open, Start from Prospect Park Plaza.

April 21, New York City—New England Wheelmen 15 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

April 26, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 28, New York City—Eastern Division, Century Road Club Association annual spring century run, open. Start from Columbus Circle.

May 5, Brooklyn, N. Y.—Invincible Motorcycle Club annual combined single and double century run—three classes, private Southampton and return. Rain date, May Start from Bedford Rest, to Patchogue and owner, trade rider, and professional, open. 12th.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open . Rain date, one week later, May 12.

May 30, Asbury Park, N. J.—25-mile annual handicap road race, Monmouth Cycle Club.

May 30, Celtic Park, Long Island City—Start and finish of 200-mile elimination for qualified candidates for final team selection for 200-mile Olympic Bicycle Race, under auspices of Irish American Athletic Club.

June 16, New York City—Century Road Club of America, New York State Dicision, 50 miles handicap road race, Floral Park, L. I. Rain date, June 23.

July 7, Stockholm , Sweden—Olympic games under the auspices of the Swedish Olympic Committee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City. United States entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

August 25-28-September 1, Newark, N. J.—World's Bicycle Championships, Newark Velodrome.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I. Rain date, September 29.

Canadians Enjoy Side Car Winter Rides.

Toronto, Feb. 20.—The few sidecar owners of this corner of the continent are becoming the envy of the many solo riders hereabouts on account of their ability to keep on the move in all sorts of weather. Wintry conditions are proving no obstacle to the "sociable" mounts, and every bright day finds several outfits on the road. The highways are found to be in excellent condition, being, in many cases, in better shape than during the "open" season, as the packed snow helps to eliminate the holes and ruts. A journey of 56 miles into the country was recently accomplished by Bert Webb, one of Toronto's first side-car enthusiasts, who sports a 7-horsepower Indian, while Percy Barnes, Triumph, has also made several trips. W. H. Dunn, Thor agent, and W. E. Amoss, Flanders, have been enjoying considerable riding as well.

Club Doings in California's Capital.

Sacramento, Cal., Feb. 17.—A very successful masked ball was given last week by the Sacramento Motorcycle Club, which was participated in by almost 100 couples. The members of the club were all dressed in "Yama Yama" suits made of tan and green, the club colors.

Listen to this for speed. On Monday evening W. F. Barber's motorcycle was stolen, and within 20 minutes the thief was inside the city jail. On Wednesday he was arraigned before the city magistrate, and the following Friday was sentenced to three years in the penitentiary by the Superior Court justice.

Captain Gault Gets a Monument Order.

Baltimore, Feb. 19.—Former Capt. H. Matthew Gault, of the Maryland Motorcycle Club, when not racing or touring, occupies his leisure time in designing and building monuments. Since the bad weather has been with us he has kept his machine in his cellar, and has confined himself strictly to business. The result has been that a few days ago his firm captured the contract to erect a memorial in this city to John E. Burbage, founder of the Knights of the Golden Eagle. The design submitted by his firm in competition with many others was accepted by the design committee of the order at a meeting in Philadelphia a short time ago.

Traymores Having a Dart Tournament.

Philadelphia, Feb. 19.—A dart tournament is in progress among the members of the Traymore Motorcycle Club, and is now at its height. Eight teams competing show the following scores:

	Won	Lost	P. C.
Stohner and Hill.....	6	0	1.000
Warker and Weidinger...	10	2	.831
Schickling and Hoer.....	7	2	.778
Germann and Gerlach....	3	3	.500
Chilp and Durr.....	2	4	.333
Germann and Clarke.....	1	5	.166
Barth and Elkers.....	1	5	.166
Fairfield and Thompson.	0	0	.000

SOMETHING ABOUT TRANSCONTINENTAL ROADWAYS

By ROBERT BRUCE, Manager A. A. A. Touring Bureau

In the pioneer days of the ox-team and prairie schooner, the trails were selected across plains and mountains by following the line of least resistance, having at the same time due regard for keeping as close as possible to bases of supplies and water.

While the first transcontinental expedition of which a clear record is had, is that of Lewis and Clark, who between 1804 and 1806 followed up the Missouri River to its source, portaged across the Bitter Root Range and then traced the Snake and Columbia River to their mouths, this was of course mostly a boat expedition. No doubt the early Spanish padres crossed the continent from the Gulf of Mexico to the Pacific Ocean, a hundred or more years earlier; but the first transcontinentalists whose trail, made for trade or colonization, left permanent marks which are fast taking shape as highways, were the pioneers over what were later called the Sante Fe Trail and the Oregon Trail.

Travel over the former began about 1822, starting from Little Rock, Ark., and followed the Arkansas and Canadian Rivers west. A few years later this route was practically superseded by the route beginning at Independence, Mo., connecting there with the old Boon Lick Trail from St. Louis, and going via Kansas City (then Westport) and Great Bend, followed the Arkansas River west, crossed the Rocky mountains at Trinidad and then on Spanish soil reached Santa Fe, via either of two routes. Over this route an important trade with the Spanish population of the southwest was early developed and reached its zenith in the sixties. The route is being marked by some monuments erected by the society of the Dames of the American Revolution.

The Oregon Trail also began near Kansas City and in fact for a few miles coincided with the Santa Fe Trail, but soon veered slightly northwestwardly and followed the valley of the Platte River west, then across lower Wyoming and northern Utah, down the Snake River in Idaho and across Oregon. The great colonizing movement gained strength about 1852, and this trail was much traveled. The story of the Oregon Trail has been told by Ezra Meeker, one of the early pioneers, who in 1906 retraced his journey of almost half a century before, and inspired many of the towns along the route to erect memorials.

During the California gold rush about 1849 travelers reached the Golden State both via the Santa Fe Trail, and via a branch extending from the Oregon Trail in Utah and crossing Nevada into California. The early travelers over either of these routes underwent numerous hardships and frequent attacks by hostile Indians made the trip one of real danger.

When the first railroads were built across the plains, they for the most part followed the old trails; thus the Atchison, Topeka & Santa Fe Railroad follows closely the old Santa Fe Trail, and the Union Pacific the Oregon Trail. While those who first dared to undertake a transcontinental trip in an automobile felt bound to follow closely a line of railroad, by reason of the necessity of keeping close to bases of supplies, it is an unmistakable testimonial to the excellency of the modern motor car that the fast developing automobile routes are frequently cutting corners, making short-cuts or detours, which frequently lead away from the railroad for a hundred or more miles, in order to visit sections offering unusual scenic attractions, or places of historic interest even if these places are in desert regions.

There will eventually be developed four distinct routes of travel across the North American continent, two of which may even now be said to be standard routes, carrying practically all of the fast increasing traffic. Each route will have its distinct advantages, depending on the time of the year.

1. The "Trail to Sunset" runs from the East to Los Angeles, following the Santa Fe Trail and cutting across New Mexico and Arizona through a section offering magnificent mountain scenery and splendid attractions, prehistoric ruins, Mexican habitations, giant desert cactus and tropical vegetation in irrigated regions. This route is being fast improved, though it has still a few miles of very rough stretches and lacks hotel accommodations at certain points, necessitating camping out a couple of nights in New Mexico and Arizona. It is the best route to follow in the fall of the year.

2. The Central Route runs from the East to San Francisco or Los Angeles through Illinois, Iowa, Nebraska, northern Colorado, Wyoming, Utah and Nevada, following portions of the Old Oregon Trail. While this route offers some stretches of rough going in Wyoming, Utah and Nevada, it may be said to offer uniformly good traveling conditions and also hotel accommodations throughout its length. This is the best route between June and September, and with route 1, which is too hot in the middle of the summer, carries most of the present traffic. It is safe to say that during 1911, over one hundred cars made transcontinental trips over these two routes.

3. The northern route from the East through Wisconsin, Minnesota, North or South Dakota, Montana, Idaho and Washington, is yet to be developed. This will be a July and August route, and when the definite path is eventually fixed it will open up a splendid country to through motoring traffic. It is replete with interesting scenery, and is inhabited by a progressive class of citizens, which will insure rapid improvement of the roads.

4. The Southern route from the Atlantic seaboard through Alabama, Mississipp, Arkansas or Louisiana, Texas, and New Mexco, will join route 1 in Arizona. This is a fall and early winter route, and is capable of development into a standard trunk line offering many attractions both from scenic and climatic standpoints.

The final improvement of these four routes will enable tourists to make round-trip transcontinental trips during all but two or three months in the year. It will draw an ever-increasing number of motorists to that mecca of winter touring, Lower California, and beyond everything else, will be the most potent means of showing Americans their own glorious America, and thus keep at home millions of dollars which now go to enrich foreign conutries through Americans traveling abroad.

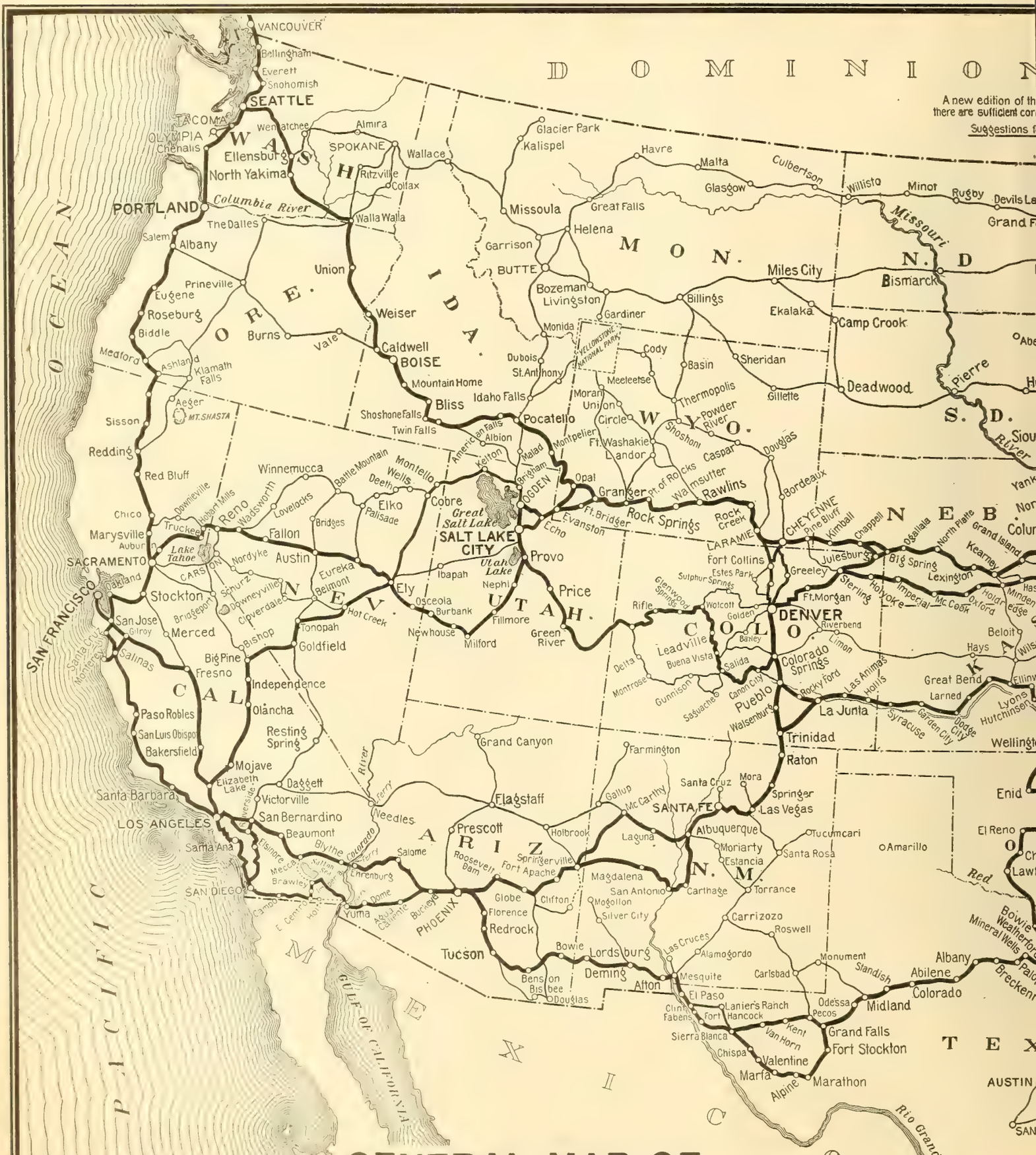
An Accurate Transcontinental Map.

Now that there is a 2,000 mile tour in prospect under F. A. M. auspices, the new transcontinental route map shown on the pages which follow, will be of particular interest, as large portions of the routes shown will undoubtedly be selected by the committee which routes the tour, which will be so timed that it will end in the city where the annual F. A. M. meet is held—this city having not yet been chosen. An expensive trophy will be offered.

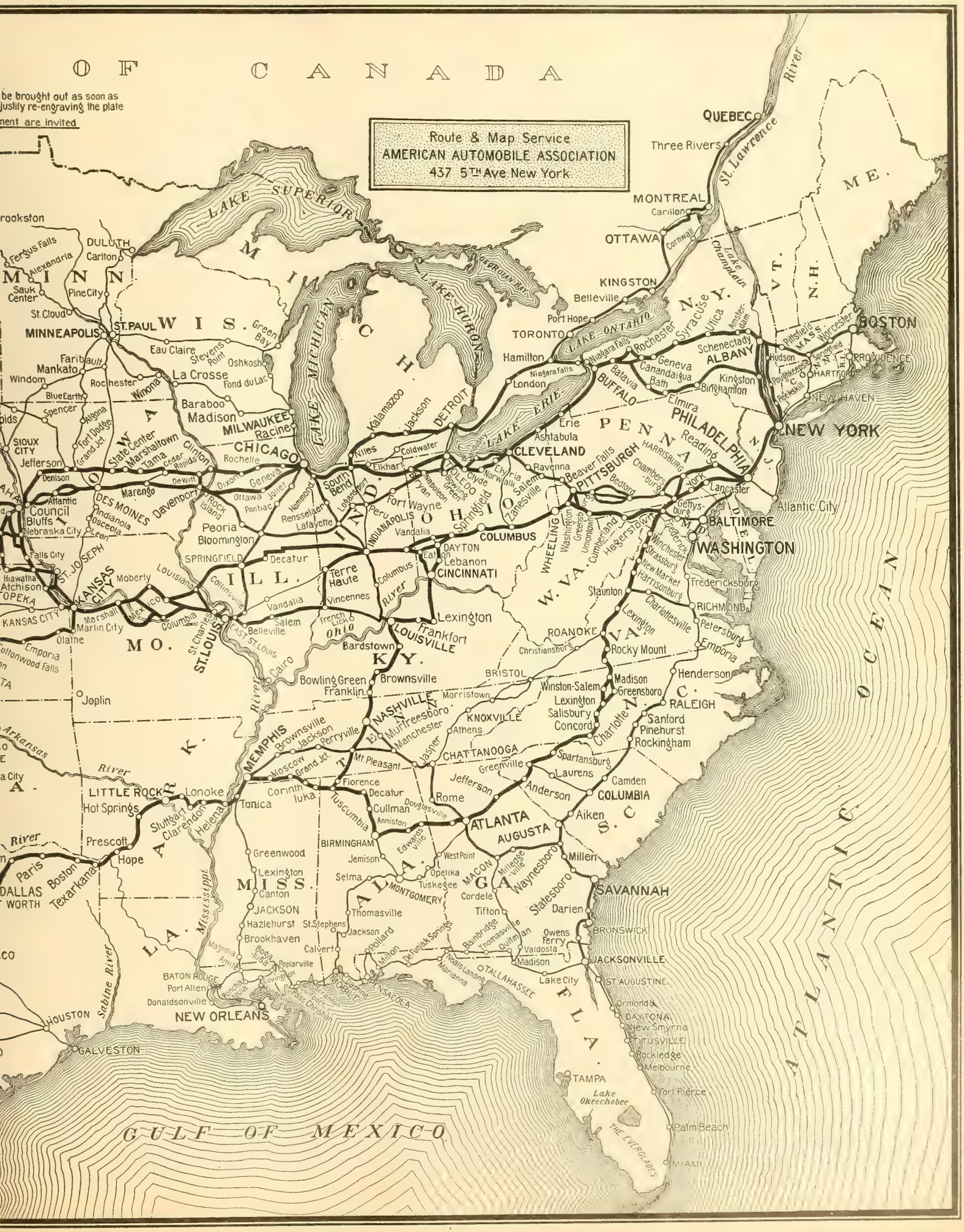
The map shows the very latest rideable routes across the country, and was compiled under the direction of Robert Bruce, manager of the Touring Bureau of the American Automobile Association. About April 1 it will be published in larger size on paper suitable for handling, and may be had at 25 cents a copy from the A. A. A. Touring Bureau, 437 Fifth avenue, New York City.

Borgers Succeeds Small & Stevens Co.

Madison, Wis., Feb. 19.—A. L. Borgers, who for years has conducted a bicycle repair shop at 1320 West Johnson street, has purchased the business of the Small & Stevens Company, at 113 State street, another veteran concern that has been in the bicycle and motorcycle business for years.



GENERAL MAP OF
TRANSCONTINENTAL ROUTES
WITH PRINCIPAL CONNECTIONS


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A new edition of this map will be brought out as soon as there are sufficient corrections to justify re-engraving the plate
Suggestions for improvement are invited

Route & Map Service
AMERICAN AUTOMOBILE ASSOCIATION
437 5th Ave. New York.

GENERAL MAP OF TRANSCONTINENTAL ROUTES WITH PRINCIPAL CONNECTIONS



LAST year there were more Harley-Davidsons sold in Akron, Ohio, than any other three makes combined. In spite of this, six times as many 1912 Harley-Davidsons have been sold and delivered there in the last four months, as were 1911 models in the same time a year ago.

This early start would not have been posiible if the factory organization back of the Harley-Davidson was not on the job.

Harley-Davidson Motor Co.

Milwaukee **Wisconsin**

CANADA'S BIG SHOW IS NOW ON

Seven American Makes in the Dozen Lines Exhibited at the Toronto Armory —Side Cars a Great Feature of the Display—Predictions of Heavy Business Are Plenty.

Toronto, Ont., Feb. 22.—Beneath a flood of electric lights, radiating down upon glamorous exhibits, Toronto's annual motorcycle exposition, held in connection with the yearly motor car show in the capacious Armory buildings, was inaugurated on Wednesday evening, February 21, and will continue until February 28. The greatest of displays in Canada, this yearly exhibition of motorcycles now ranks among the most important on the continent, giving as it does, the first opportunity of the season for the manufacturers and dealers to show the glistening new models to the Canadian trade and permitting of a reunion of veterans and stalwarts of both motorcycle and bicycle circles. Myriads of incandescents and pleasant scenic effects have transformed the old stately "warshed" at Toronto into a huge palace, the crowning feature of the whole decorative scheme being an immense Union Jack which hides the entire ceiling with its folds.

A dozen different makes of machines are displayed, and the fact that the very finest that three countries can turn out is on view, gives the show an international aspect. Besides the motorcycle booths, the exhibits of interest to riders include tire, magneto and accessory displays to the number of ten. The array of machines includes seven American lines, three British products, and two Canadian models. Three of these exhibits were situated on the ground floor, while the remainder were accommodated in the gallery immediately overhead.

A busy center was the Indian booth where the Canadian chiefs of the Hendee tribe chanted the praises of the Springfield flyer. A full line of models was on display, and although the Tourist Trophy, which was shown in New York and Chicago, was a lacking quantity, the machines formed sufficient attraction in themselves. Several British-made sidecars, a cutaway seven-twin engine and a section of an Indian clutch were also on view. The sales force included H. M. Kipp, Herb W. Kipp, Canadian representative of the Hendee company, Alex McLean, H. S. Hodgkinson, Bert Webb, Thos. Webber and Jack Scott.

Visitors also crowded around to get their first glimpse of the Excelsior autocycle. Percy A. McBride, the Ontario distributor for the Chicago product, had trotted out three brand new models besides a Canadian Motosacoche and a side-car. McBride never tired, on opening night, of pointing out the many new features of his brand. Ernie McIntosh is McBride's right-hand man, and he never let an opportunity slip to second McBride's arguments.

The Motorcycle and Equipment Company, Toronto, had a variety of machines to show, including a big black Flanders, a T. T. model of the Rudge-Whitworth line. M. E. Amoss, the proprietor and the man in charge, worked overtime telling the crowds all about the multi-speed gear device on the Rudge machine. The Flanders was also a magnet. Harold Pratt assisted Amoss.

Four different sizes of the Merkel were on view of the Humphrey Bicycle and Motor Company, Toronto. President A. E. Humphrey made the announcement that his firm would handle only the chain drive models for the Canadian trade. Mr. Humphrey, who is the Merkel agent for the Province of Ontario, was supported on each side by Harold Cole, the race track champion, and George Sheppard, salesman.

The Triumph stall was occupied by a couple of the English machines, and the Greenwood brothers, the local representatives of the British makers. The chief regret of these hustlers is that they cannot get enough wheels to keep up with the demand.

Walter Andrews who finds time between bicycle races to sell more than a few Pierce and Indian buzz carts, made use of no less than two spaces in which to display the four standard Pierce models and three of the regular Indian mounts. Andrews' display looked as pretty as a picture. A. W. Hampson talked when Andrews got tired.

Steve License, the local agent for the Harley-Davidson, was as noisy as his battery of gray fellows were silent, although the latter spoke for themselves at that. License had everyone "floteing" from the start, although much interest was also taken in the new H-D free wheel device.

The T. Eaton Company exhibit included two 1912 Reading Standard models, a seven and a four, chain driven, which had been rushed to Toronto ahead of a large consignment, and a 2¾-horsepower Douglas lightweight twin cylinder, which is a British manufacture.

Passenger cars were featured in several of the displays, the Indian exhibit showing several styles of the Mills-Fulford, Coventry, car and delivery van. McBride had a "chair" fitted to one of his Excelsior models. Slightly over 30 machines, all told, were shown.

Minneapolis Show Is City's "Best Ever."

Minneapolis, Minn., Feb. 19.—This evening the automobile and motorcycle show was opened in the big auditorium, and continues throughout the week. Decorations, the consumation of six weeks' work on the part of the scenic artists, have turned the interior of the building into a palace of beauty. Tall Grecian columns surmounted by clusters of palms and flags and shields of national design support streamers running from the rails of the balconies on either side, while many yards of bunting and cheese cloth, and thousands of electric lights go to render the walls and the ceiling attractive, and the displays bright and pleasing to look at.

Naturally the exhibit of the Minneapolis Motorcycle Company, and that of the Wagner Motorcycle Company, of St. Paul, both being home products, come in for a great share of the crowd's attention. Both companies make effective displays. Other motorcycle displays include the Harley-Davidson, Indian, Merkel, Excelsior, Reading Standard, Yale and Thor, which are shown by their respective representatives in the Twin Cities.



ARMORY AT TORONTO, ONT., WHERE CANADIAN SHOW IS IN PROGRESS

MOTORCYCLES AT CLEVELAND SHOW

Fine Display of the Two-Wheelers in the Central Armory—Elaborate Decorations Make Bower of Beauty.

Cleveland, O., Feb. 20.—When Mayor Baker on Saturday evening, pressed the button that flooded Central Armory with light, the band up under the roof struck up "Onward, Cleveland," and the tenth annual automobile and motorcycle show was in full swing. Fully 10,000 interested spectators crowded the building.

Large columns of imitation marble formed the base for decorative effects, and the ceiling was entirely covered with Oriental red. The walls were also covered with paintings of automobiles on the country road, two large paintings of this sort hung across the ends of the Armory. The value of the show and exhibitions was put at a million dollars, and many who attended the New York and Chicago shows, expressed their opinion that the Cleveland show made more of a marked impression as to beauty than either of the other big exhibitions.

The motorcycles occupied one half of the balcony space, where the crowds lingered. Mostly twins predominated and one side car was shown which attracted considerable comment. A very neat design of wicker basket on a red "7 Twin" with three-inch tires, especially attracted the ladies, and many tugged at "poor father's" arm and took just one more look. The motorcycle exhibitors are as follows:

L. J. Mueller, Indian, showing five models, one 4-horsepower and five 7-horsepower, including model of side car. Mr. Mueller is assisted at the booth by E. L. Tracy, H. J. Tucker and Don Klark, the well-known racing man.

Casino Cycle & Supply Company, Thor, Excelsior and New Era, showing three Thors in 4, 5 and 7-horsepower; five Excelsiors, three 4-horsepower, one 6-horsepower; one New Era, 4-horsepower. Manager John Zucker is in charge, assisted by E. J. and H. Hawkins, and Ed Richel.

Lister Motorcycle Company, Harley-Davidson and Merkel, showing four H-D, two 4-horsepower, one 6 and one 7-horsepower; two Merkels, one 6 and one 7-horsepower. In attendance is Manager William Lister, Albert and Charles Lister, and George Puls, of the Harley-Davidson traveling force.

Kumler Zrothers, Reading Standard and Flanders, showing three R-S's, two 4-horsepower and one twin; one Flanders, 4-horsepower. E. F. Kumler and H. H. Kumler are in attendance at the exhibit.

Yale Cycle & Supply Co., Yales, showing four models, two 4-horsepower, one 5 and one 7-horsepower. W. H. Ferguson, who manages the selling end of the company's business, is in attendance.

The Standard Welding Company showed the tubing, rims and other specialties for the motorcycles along with the automobile products.

O'Neill Tire Protector Company show a tire protector adapted for the motorcycle and the line of talk was interesting.

Casino Supply Company handed the ladies a pennant of red with white with "Excelsior." A very neat souvenir and they wore 'em too.

"Take a Joy Ride on a Flying-Merkel" buttons were seen on almost every one, and even Looie Mueller had one on his coat, too.

The Standard Oil Company exhibited an oil designed for the use of motorcyclists. The Monogram Oil Company also made a display of oils for the same purpose.

Motorcycles at the Baltimore Show.

Baltimore, Feb. 20.—Allotment of space for motorcycle exhibits at the automobile show, which opened at the Fifth Regiment Armory this evening, were liberal, and the following representatives of the trade made displays: Howard A. French & Co. (Indian); Randall Manufacturing Company, (Reading-Standard and Pope); Chase Motor Company, (Harley-Davidson); F. W. Sandruck, (Excelsior, Merkel and Emblem); Little Joe Wiesenfeld Company, (Yale and Thor). The Randall Manufacuring Company has just taken hold of the Reading-Standard agency in this city, the former distributor being B. W. Logue.

Show at Binghamton Opens Auspiciously.

Binghamton, N. Y., Feb. 21.—Last evening the automobile and motorcycle show opened with great eclat at the State Armory in this city. Motorcycles formed a prominent part of the exhibits, W. H. Wolfe of Turner's Bicycle Store exhibiting a line of Harley-Davidson, Pierce and Emblem motorcycles, and in addition thereto a line of Pierce, Yale, Day, Wolfe and Emblem bicycles. B. E. Jewell, agent for the Excelsior shows a sample machine, and E. C. Campbell, agent for the Flanders is showing three machines. The show continues all of the present week.

Progress of Small Engine Development.

Says an English correspondent, who has given some study to the classification of records on the other side:

From the list of British records published in your issue of January 6 (to date of December 22) your readers will see that small engines have received considerable attention over here. There are separate class records for machines of 275 c. c., 350 c. c., 500 c. c., 750 c. c., and 100 c. c., and it has recently been decided to recognize sidecar records on these same lines. There can be no doubt that these classes up to 500 c. c., have done an immense amount in the development of the small engine and the times and distances up to about one hour are certainly rather warm. Of course the 500 c. c. single is the predominating type, but there has recently sprung up a number of really fine 350 c. c. twins, which even ber of really fine 350 c. c. twins, which even single. These small types, however, are so efficient that quite 70 per cent. of the machines on the road are of 500 c. c. downwards, and in conjunction with a variable gear will go anywhere. I really thing the F. A. M. would do well to institute classes on similar lines, for there can be no doubt that the scope of the 1,000 c. c. twin is distinctly limited, and apparently very little is being done for the improvement of the lightweight.



ONE OF THE LEADING MOTORCYCLE EXHIBITS AT THE CLEVELAND SHOW

Latest F.A.M and Club News.



CHAIRMAN ESTABROOK'S BULLETIN

Clubs Continue Steadily to Enroll for Membership—Sixteen New Repair Shops Added Last Week.

Two clubs were added to the official list of the F. A. M. during the week that closed February 17, according to the bulletin of Chairman Estabrook. They are:

No. 220—Hercules Motorcycle Club, Chicago, A. J. Foote, secretary, 4101 West Adams street; 16 members.

No. 221—Newark Motorcycle Club, Newark, N. J., Edward Friedman, secretary, 40 Newton street; 12 members.

Prespective organizers of clubs are: A. E. Bakeman, 103 Fifth avenue, St. Cloud, Minn.; W. I. Freeman, Argonia, Kans.; W. H. Haelig, Bound Brook, N. J.; William Lauth, Maywood, Ill.; E. D. Smith, Box 945, Victoria, B. C.

Sixteen more repair shops were added during the week, bringing the total number up to 552. They are as follows:

Joseph Kapp, 56 Westchester avenue, Port Chester, N. Y.; Lee McKinsey, Frankfort, Ind.: Spingler & Gosnay, 2003 Market street, Philadelphia; T. B. Anderson, 546 West 18th street, Erie, Pa.; Deadwood Motor Co., Deadwood, S. Dak.; New York Motorcycle Co., 318 West 48th street, New York City; Stamford Motorcycle Co., 41 Main street, Stamford, Conn.; A. L. Hall, 1021 First avenue, Seattle, Wash.; Amana Society (William Toerstner), High, Ia.; Wauchope Bros., 11 North Sacramento street, Lodi, Cal.; Harry F. Schnell, 345 Broad street, Newark, N. J.; Coe F. Dix, Stockton, N. J.; G. R. Walter & Co., 303 South Main street, Butler, Pa.; George S. Naslen, 1242 Main street, Hartford, Conn.; Ben Ruderman, 1041 Bedford avenue, Brooklyn, N. Y.; C. W. Pearson, 623 Landis avenue, Vineland, N. J.

Colorado and New Mexico Commissioners.

A. W. Green, vice-president of the Southwestern District of the F. A. M., has appointed two new State commisisoners, G. Eugene Lain, who is one of the leading dealers at Agricultural College, N. M., has been designated State commissioner for New Mexico. He is a wide awake worker and ought to make a fine record.

George P. Bartlett is the new appointee for State commissioner of Colorado, succeeding G. H. Toncray, resigned. The latter could not spare the time necessary for the office from his business. Mr. Toncray in his letter of resignation to Vice-President Green states that the Denver Motorcycle Club, of which he was president, has disbanded on account of internal dissensions caused by local trade jealousies. Mr. Bartlett is a leading dealer of Colorado Springs, and secretary of the motorcycle club in his city.

Dr. Thornley Takes Brief Vacation.

To be assured of complete freedom from business and official cares, the better to enjoy a well earned vacation, Dr. J. P. Thornley, Chairman of the Competition Comittee, F. A. M., left New York City, Wednesday, February 21, on a travel jaunt of unknown destination and indefinite duration, to be away for from two to three weeks. In addition to his extensive professional practice the duties of the chairman's office have grown to such a degree, approaching in volume those of the L. A. W. Racing Board in the height of its career, that an absolute rest was found necessary.

To the rapidly extending routine work, has been added an enormous correspondence concerning the franchise proposition now so prominent in racing affairs of the Federation. Applications are pouring in from every quarter together with considerable discussion anent excessive cost of the franchises in some localities.

During Dr. Thornley's absence, he has delegated to discharge the duties of the chairman's office, a veteran of cycling, one of the founders of the New York State Racing Board of the L. A. W., and of the F. A. M.—Will R. ("Happy Days") Pitman.

Restrictive Legislation With a Vengeance.

Toronto, Feb. 19.—Riders of Toronto have once more become embroiled in a legal fight for their rights. Hon. W. J. Hanna, the Provincial Secretary, has just introduced a bill in the Legislature requiring that all motor vehicles must not pass a stationary street car upon the city's thoroughfares. The riders consider this to be one of the most headless bits of legislation ever proposed, and are hoping and praying that the worst will not come to the worst. Practically all of Toronto's streets are covered by the street railway system, and the boys are of the opinion that it would be well nigh impossible and far from enjoyable to ride within the city's limits at all, should the law be adopted.

Rockford (Ill.) Club Has Reorganized.

Rockford, Ill., will again have a live motorcycle club, if the good work begun on February 3, endures. Reorganization of the Rockford Motorcycle Club, which had falled into a state of inocuous desuetude, was effected at an enthusiastic meeting. It was voted to affiliate with the F. A. M., 20 members signing the charter application, and a similar number agreeing to do so soon. Officers will be chosen at the next meeting. The club will be able to obtain a good half mile dirt track for the racemeets which it proposes to hold, and it also will put on road events. Clarence Carrett and A. L. Johnson are the leaders of the "wake-up" movement. They were at the recent Chicago show consulting with F. A. M. officials.

Winter Social Season at San Francisco.

San Francisco, Feb. 17.—At the monthly social gathering of the San Francisco Motorcycle Club held February 7, there was an attendance of over 150. The program included vocal and instrumental music, recitations, dancing, and plenty of good refreshments, the last mentioned being served by the lady members.

February 13 a large number of San Franciscans attended a similar gathering given by the Oakland Motorcycle Club, across the bay, at Oakland; a number will also attend the first annual banquet of the Oakland club, which will be held at the Key Route Inn, on the evening of March 2.

Toronto's Big Club Wants a "Home."

Toronto, Feb. 19.—At the regular February business meeting of the Toronto Motorcycle Club, a scheme was launched for the establishment of permanent club quarters. A special committee was appointed to select furnishings for the "home" and to find a suitable site. The local organizations can now boast of a membership of 190, but has never yet had quarters, the meetings being held in lodge rooms.

A resolution was also introduced favoring the creation of a life membership class, for which any member would be eligible after serving a certain number of years as an active worker.

THREE MORE NEW RECORDS

They Slaughter Time Marks in Trios at Los Angeles Nowadays—Hasha, Wolters and Ward Set New Figures.

Los Angeles, Cal., Feb. 19.—Three more new world's records were made at the new Stadium yesterday, and 7,500 motor-mad fans cheered the new racing stars to victory. Eddie Hasha, who last week opened the new track with a marking up of three new world's records on his Indian, added another to his score yesterday in the third heat of the five-mile Class A professional contest by clipping 5⅗ seconds from existing record, placing new figrues at 3:23⅗.

The first record smashing of the afternoon was done by Joe Wolters with his Excelsior, when he rode three miles in the first heat of the Class A professional in 2:00⅗, just 1⅗ seconds better than Hasha's record of 2:01⅗, made a week ago.

Al Ward made his debut into the Class A professional class and sprung the surprise of the afternoon when he smashed the ten mile record in the free-for-all, by driving his Indian a leader over the tape in 6:53, cliping 8⅕ seconds from best previous figures. The records broken by Hasha and Ward were held by De Rosier, and were made on the old track here February 7, 1911, on an Indian.

The most spectacular feature of the afternoon was a near accident to Hasha, who while traveling at 88 miles an hour in the free-for-all, blew a tire. Though the riders were bunched closely, he kept his head and steered his motor to the ground from off the 50 per cent. incline in safety, and was loudly applauded. Jake De Rosier displayed excellent judgment in all his races, but was hampered by unforseen battery trouble.

The second event on the card, the first heat for Class B professionals, was a nip and tuck affair, and Will Samuelson did not nose through till the last lap. The second half was a hard tussle between T. M. Samuelson and Hubert Kittle, with Samuelson scoring by a slight margin. In the final Theodore Samuelson cut his forehead on the handlebars when going over a rough spot and was forced into third position.

The Class A races were all of the spectacular order. In the first heat Hasha was pocketed and could not beat Wolters, Balke and De Rosier to the finish. The second heat was desperately fought out by Hasha and Wolters, with the former leading his opponent at the finish.

The third heat was nip and tuck in every one of the 15 laps. Hasha forged to the front and kept there up to the end, but Ward, Wolters and "Fearless" Balke were right behind him. The four went flying around the track in a bunch and it seemed to be anybody's race, but the "Texas Cyclone" retained his slight lead.

The ten-mile free-for-all, with six men entered, was the feature of the meet. Hasha again took the lead and stuck there until the eighth mile, when his tire blew and only his wonderfully quick action in getting his Indian under control prevented a serious accident. Al Ward spurted out in front then and finished first, with Balke second, T. M. Samuelson, although lapped twice, ranking third, and De Rosier, after a delay for repairs, secured fourth money. The summaries:

Class A professionals—First heat, three miles, won by Joe Wolters, (Excelsior); second, Charles Balke, (Excelsior); third, Jake De Rosier (Excelsior); fourth, W. E. Hasha, (Indian). Time, 2:00⅗. (World's record.)

Second heat, four miles, won by W. E. Hasha, (Indian); second, Joe Wolters, (Excelsior). Time, 2:42⅖.

Third heat, five miles, won by W. E. Hasha, (Indian); second, Al Ward, (Indian); third, Charles Balke, (Excelsior); fourth, Joe Wolters, (Excelsior). Time, 3:23⅘. (World's record.)

Class B professional, five miles; final heat—Won by Hubert Kittle, (Merkel); second, Will Samuelson, (Indian); third, T. M. Samuelson, (Excelsior); fourth, John Albright, (Indian). Time, 3:43⅗.

Ten mile, free-for-all, won by Al Ward, (Indian); second, Charles Balke, (Excelsior); third, Hubert Kittle, (Merkel); fourth, Jake De Rosier (Excelsior). Time, 6:53. (World's record.)

Three miles, free-for-all, amateurs, won by F. Montgomery, (Excelsior); second, Irwin Knappe, (Indian.) Time, 2:55.

Two miles, non-winners, won by Ray Peck. Time, 1:28⅕.



"EDDIE" HASHA, THE "TEXAS CYCLONE," AND HIS INDIAN RACER
The 20-year-old wonder from the Lone Star State, broke three world's records February 11 at the Los Angeles Stadium opening, and February 18 annexed another, all in separate races.

Hasha's Indian Measures 60.16 Inches.

Los Angeles, Cal., Feb. 17.—The protest of the Excelsior people against the eight-valve Indian motorcycle with which W. Eddie Hasha, the Texas rider, broke three world's records at the opening of the new Los Angeles Stadium on February 11, has been overruled by Charles Fuller Gates, referee for the F. A. M., and Hasha's achievement is therefore made official as far as local conditions are concerned.

It was claimed that the piston displacement of the Indian machine driven by Hasha was more than 61 cubic inches. Referee Gates put the machine in charge of three watchers—one from the Indian camp, one from the Excelsior camp, and one representing himself. F. S. Sibley, of the White garage, took the cylinder heads off in the presence of these representatives. After calipering the bore of the cylinders and measuring the stroke of the piston, Mr. Sibley calculated the displacement of the two "barrels," and the combined displacement was found to be, according to his computations, 60.16 cubic inches, therefore within the 61-inch limit.

To make sure of the records, the five timers who snapped the stop watches on the track performance have made affidavits to the correctness of the time for three races in which records were broken. These affidavits, with the sworn measurements made by Sibley, are being forwarded to Dr. Thornley, chairman of the F. A. M. competition committee, at New York, and after the figures have been checked by him, they will, if found correct, be declared official.

John S. Prince, who has built several notable tracks on the Pacific slope, including the new Stadium here, expects to leave for the East in a few days, to begin work on a series of new motordromes. One of them will be at Baltimore. It has not been decided where the others will be.

EUROPEAN TOPICS OF PERTINENT INTEREST

Collier Will Compete for the Tourist Trophy—A. C. U.'s Forthcoming Trials — Rumors of American Trade Invasion — Competition on the Continent, and Need of International Control of Sport.

London, Feb. 16.—Since writing last week it has become probable that C. R. Collier will not find an opportunity of visiting the States, at any rate for the present. The dates of the Tourist Trophy Races, which will be held on June 28 and July 1, would not allow him sufficient time to do himself justice in America, and in addition he has many other important engagements to fulfill here. He has stated, however, that if he has half a chance, he will make the trip in the autumn, but this is indefinite. At any rate, for the present, both he and his brother, H. A. Collier, will be busy preparing their mounts for the Junior and Senior Tourist Trophy races, for which they have entered. Up to the time of writing, 14 machines had already been entered for the races.

Practising For the Tourist Trophy Races.

While speaking of the T. T. Races, practising in all probability will only be permitted on ten week days prior to the date of the first race, from 5 to 7 each morning. This is all the locals in the Isle of Man are likely to agree to. Furthermore, each machine will have to be fitted with an efficient silencer prior to the race. This is certainly desirable and in agreement with the desires of the Governor of the Island, who said that the noise last year "was sufficient to blew the top off Douglas' head." There can be no doubt that these races are the finest sporting contests of their kind which have ever been held, and it is the generally expressed wish on all sides that the events will be even more of an international character than was the case last year. Everyone is especially anxious to see some typical American riders and machines in the fray.

The A. C. U.'s Forthcoming Trials.

Although the Auto-Cycle Union is not this year running so many competitions as hitherto, they are nevertheless not lacking in importance. In lieu of the Quarterly Trials, which have been left off the bill this year, a One-Day Trial will be held in the spring and autumn, and are known by this name. They are pretty well of the same nature as the Quarterlies, and the first will take place on March 2, over a second course, starting from the south of London. In order to qualify for premier awards, a machine must come through absolutely intact and clean, and make a non-stop. Sounds easy, but the regulations are so severe that only about 20 per cent. succeed, as a rule. The tenth annual Six-Days Trial will be held from August 12 to 17 next. The West Country has this time selected and Taunton, Som., will be the center from which the trial will be held. The six daily runs will approximate about 170 miles each, and will cover the roughest roads to be found in the district, not to mention some of the steepest hills to be found in England. There A. C. U. trials are the best means of gaining prominence for an unknown machine which disports itself well —in fact, their awards are like the hallmark on a piece of silver, and the buying public are greatly influenced by them.

Opening of the Brooklands Season.

The British Motor Cycle Racing Club will open its season at Brooklands on Saturday, March 23. These meetings are always well supported and some startling performances are usually put up. Every racing man on this side worthy of his salt is a member and ample opportunity will be given them during 1912 to give of their best. The B. E. C. R. C., which promoted the Collier-DeRosier matches last year, has nine Saturday meetings booked this season.

Continental Revival of the Sport.

From recent happenings there can be little doubt that the next year or so will see a great change take place so far as motorcycling on the continent is concerned. The sport and industry have been in a more or less moribund state for some time past but this year the A. C. O. de France is to carry out a strenuous program. They have already held one open hill climb, when a party of English riders captured every class for which they entered. The German Union is now also coming out of its shell, and is drawing up a list of events for 1912. Austria and Holland are also sharing in this renewed activity and the British manufacturers are alive to its possibilities. By entering these foreign events, they hope to gain a foothold from which it will be difficult for others to displace them. The English press is pushing the international campaigning question for all it is worth, and the makers should greatly benefit.

An International Federation Is Needed.

While speaking of this renewed state of activity on the Continent, I understand a suggestion is in the air to reform the Federation Internationale des Clubs Motorcyclists. As its name implies, this was a Federation of all the governing motorcycling bodies in their various countries, and up to the time of its disbandment some four years ago, through lack of enthusiasm on the Continent, consisted of the French, German, Austrian and English unions. However, in view of recent activities abroad, and the possibilities of international competition, it is quite on the cards that the English Auto-Cycle Union, which came in to the balance of the Federation's funds, as the sole surviving member, will take steps for the re-institution of the federation. It is quite obvious that in order to promote international sport on clean and friendly lines, such a federation is absolutely necessary. Its members all agree to accept each others suspensions, disqualifications, etc., and to accept the ruling of the central body which used to meet in Paris, on all matters brought before its notice. It is suggested, however, that the reins should be held for the present in London, and the support of the F. A. M. would doubtless be invited. Although America was not represented in the Federation, hitherto motorcycling has made such progress in the States that she will be ill advised to stand out. The annual subscription is or was only small, roughly twenty pounds, and as America is now well represented here, there should be no difficulties in the way, and the benefits easily outweigh this small amount. For the present, nothing is definite, but an effort is to be made to induce the Auto-Cycle Union to take up the cudgel and out of funds in hand, set the F. I. C. M. on its legs again, as soon as it is assured of sufficient support. At any rate, until it is reformed, international campaigning to any extent will practically be a hopeless proposition.

Persistent Rumors of "American Invasion."

A rumor has been afloat recently that some more American manufacturers intended following the lead of the Indian and trying their luck over here, but so far we are without further particulars. At any rate, those who may have such ideas should have their machines thoroughly "Europeanized" before making the attempt. The Englishman is accustomed to finding certains fads and fitments practically in the same place on every machine, and won't look at anything on original lines, although it may be good. Chatting to O. C. Godfrey a day or two back, he informed your correspondent that he had sold more Indians up to the present in 1912 than he did in the whole of last year.

Albert Klapmust, of Passaic, N. J., has'nt any more use for horse transportation since he discovered the capability of the motorcycle. Klapmust had a 30-mile route which he covers once a day, approximating 900 miles a month. He says it costs only $4 a month to operate the machine, a Harley-Davidson, and not only is it cheaper than horses, but it is making more money for him than the ponies did. Therefore exit the "hoss" from Klapmust's business.

BICYCLE JOBBING TRADE AIDS OLYMPIC FUND

President of Prominent Supply House Gives Far-Reaching Assistance by His Endorsement to Fellow Tradesmen of Campaign as Outlined by the "Bicycling World"—Volunteer Committee Chosen.

Probably at no time since the launching of the campaign to provide for and finance a bicycle team to compete in the games of the Fifth Olympiad, has the project had as bright a future or received more support of a substantial nature than during the week just closed; there being one exception to the latter—and more important—phase of the proposition, in that during the week ending January 13 was received the subscription of $100 from Frank B. Mihlon, and which yet heads the list.

Almost simultaneously has come the application of one of New York's most progressive athletic organizations, the Irish American Athletic Club, to handle the elimination race, all the necessary details of which it is willing to assume, and the unqualified support to the financial details of the campaign by one branch of the industry, the bicycle jobbers, as recommended to all in that line in a personal letter by the president of one of the country's leading supply houses, the New York Sporting Goods Company, of which Powhatan B. Robinson is the president. He also held the same office for some years until the dissolution of the Jobbers' Association.

The letter, sent this week to all jobbers in the United States, is as follows:

"Gentlemen—There is a well defined project on foot to send a bicycle team to represent the United States at the Olympic games, to be held in Stockholm, Sweden, next July, the details of which have been published from time to time in the Bicycling World and Motorcycle Review, and covered more completely in the current issue of Saturday, February 17th.

"After careful consideration, I have come to the conclusion that this project is worthy of the support of the jobbing trade and those interested in cycling, and, therefore, as president of the New York Sporting Goods Company, have announced a contribution of $20 toward this fund. The idea is to send, if possible, the complete team —12 men—and in order to select those best qualified, elimination trials will be held in different sections of the country, each one of which will mean a vast amount of newspaper publicity and a general boost for cycling all over the United States. The final try-outs will be held in New York City over the full distance—200 miles.

"The newspapers have already taken up the proposition and have proved their interest in the matter by at least a half dozen requesting photographs and short histories, etc., on possibilities of riders to make this team.

"You can understand that in order to send over this bicycle team, it will be necessary to raise a considerable amount, and those having the project in view are depending, to a great extent, upon the manufacturing and jobbing trade to aid them in this respect.

"In conclusion, I might say, should the American Olympic Committee be unable to secure sufficient funds to send over a team, that cycling will be the only branch of sport on the Olympic program not represented by a team from the United States, and I believe, both as a matter of sentiment and patriotism, as well as good business judgment, this should not be, and, therefore, earnestly request the support of the jobbing trade.

"I am enclosing return stamped envelope so that your contributions may be mailed to me and turned over by me to Mr. R. F. Kelsey, who is acting as the bicycling representative of the American Olympic Committee in the matter, acknowledgment to be made in the columns of the Bicycling World, of which Mr. Kelsey is editor.

Yours faithfully,

(Signed) Powhatan R. Robinson."

Perreault Producing Results in Boston.

In addition to the subscription of the New York Sporting Goods Company, as noted in the foregoing letter, Fred I. Perreault, an enthusiastic worker for the cause, and a long distance cyclist well known to all followers of the game, writes that he has collected so far by popular subscription the amount of $25, and is continuing with the hope to raise it to a much larger figure. Perreault also is contemplating running the Boston try-out race, and signifies his application for that privilege, along with others from there and other localities, decisions concerning which will be anounced in due time.

Representative Working Committee Named

As stated in these columns in the issue of February 17, the "Bicycling World" has invited to serve with it on a volunteer committee, to assist in carrying on the work of raising the necessary funds, and to be known as the "American Olympic Bicycle Team Fund Committee," the following:

New York City—Harold J. Diblee, Will R. Pitman, P. R. Robinson, D. M. Adee, Fred E. Mommer, Richard F. Kelsey, W. R. Stroud, R. A. Van Dyke.

Chicago—Hans P. Hansen.

St. Louis—Charles L. Barr, O. F. Hassemer.

Subscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling salesmen Pope Mfg. Co.	25.00
J. W. Grady & Co., Worcester, Mass.	25.00
New England Wheelmen, N. Y.	20.00
New York Sporting Goods Co., N. Y. City	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
Little Rhody Cycle Club, Providence, R. I.	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
R. G. Betts, New York City	5.00
Crescent Bicycle Club, Baltimore	5.00
Reedley (Cal.) Bicycle Club	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St. Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
H. E. Kidder, Port Henry, N. Y.	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
George B. Shannon, East McKeesport, Pa.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
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Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E Murray, Toledo, O.	1.00
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Frank Blatz, Jersey City, N. J.	1.00
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James W. Flanagan, Jersey City, N. J.	1.00
James A. Coote, Yonkers, N. Y.	1.00
Edw. Berghoff, Arbury Park, F. I. Perreault, Malden, Mass.	1.00

Boston—Howard G. Reynolds, Fred I. Perreault.
Baltimore—Thomas W. Baker.
Buffalo—Louis Debo.
Los Angeles—Charles Fuller Gates.
Salt Lake City—Charles L. Berry.

C. R. C. of A.'s 1912 Season Schedule.

Preparations for the annual re-union dinner of the Century Road Club of America are nearing completion, the date having been announced as March 23 by Julius G. Schmidt, chairman of that committee. Full particulars and location, which will be one of Brooklyn's well appointed hostleries, will be announced later. The schedule of cycling activities for the coming season has been completed by the race and century run committees, H. C. Sommers and Herman Hintze being the respective chairmen, and is as follows:

Dates.	Rain Date.
April 7—Informal Century Run.	April 21
May 19—Trip to Coney Island.	May 26
June 2—Spring Century Run.	June 9
June 9—Photograph Run.	June 30
June 16—50-Mile Handicap Race.	June 23
July 7—Run to Orangeburg, N. Y.	July 21
July 13—Annual Picnic.	
Aug. 11—Club Run.	Aug. 18
Aug. 24-25—Moonlight and Double Century Run.	
Sept. 8—Club Run.	Sept. 15
Sept. 22—100-Mile Record Run.	Sept. 29
Oct. 6—Fall Century Run.	Oct. 13
Oct. 20—Club Run.	Oct. 27
Nov. 3—Annual Hill Climb.	Nov. 10
Nov. 17—Hare and Hounds Chase.	Nov. 24

Atlas Prize List Assumes Form.

Reporting the receipt of one bicycle and several other prizes of considerable value, Chairman Victor Lind of the prize committee for the Atlas Bicycle Club's 15 miles handicap road race on May 5, predicts a bumper list of awards. He also states that entries now are being received by Race Committee Chairman, Charles Hausenbauer, 162 Jefferson avenue, Brooklyn.

The Monmouth Cycle Club of Asbury Park, N. J., will hold its second annual twenty-five miles bicycle race on Decoration Day, May 30.

COURT SUSTAINS N. C. A. RULING

Suspended Riders' Appeal for Injunction Denied by Justice Marcus at Buffalo—31 Amateurs Disciplined.

Buffalo, N. Y., Feb. 22.—In an endeavor to set aside the ruling of Louis Debo, member of the Board of Control of the National Cycling Association, for this district, the 31 amateur bicycle racing men who were indefinitely suspended for attempting to influence other riders from competing in the races of the 65th Infantry Athletic Association, on February 2, attempted to obtain an injunction from Justice Marcus compelling the N. C. A. to lift the suspension so that they could ride at the games scheduled for tonight at the armory of the 74th Infantry.

Justice Marcus ruled that the case was not properly in court, that the petitioners' papers were insufficient, and he denied the injunction requested yesterday afternoon.

At this point the Amateur Athletic Union, which has articles of alliance with the N. C. A., stepped into the breach through Edward Reinecke, its Buffalo commissioner, who issued warning against athletes competing at games where suspended men of an allied body competed, and the 74th Infantry Athletic Association canceled the cycling part of its program for tonight's meet. The suspended riders state they will now carry their case to the N. C. A. board of appeals.

The acute stage of the trouble came when at a meeting of the "riders' union," to which all of the suspended men belong, and which, by the way, seems to be a rather strange kind of organization for "real amateur" riders to belong to, held about the middle of January, it was decided not to enter the 65th Infantry races of February 2, unless the training quarters were remodeled to suit the convenience of a few of the leading lights, and various other trifling changes, such as altering the shape of the track, etc., to conform to the comforts of "high class amateurism." Apparently the matter of prizes did not enter into the controversy to any appreciable extent.

This might have passed without much comment, but when the management of the 65th Infantry A. A. sent to Toronto for riders, the Buffalo malcontents wrote to Canada endeavoring to induce the Canadians not to enter, and threatening dire vengeance if they did so. The Canadians rode in the February 2 events, as did also a number of Buffalo riders, and the races were a success despite the boycott.

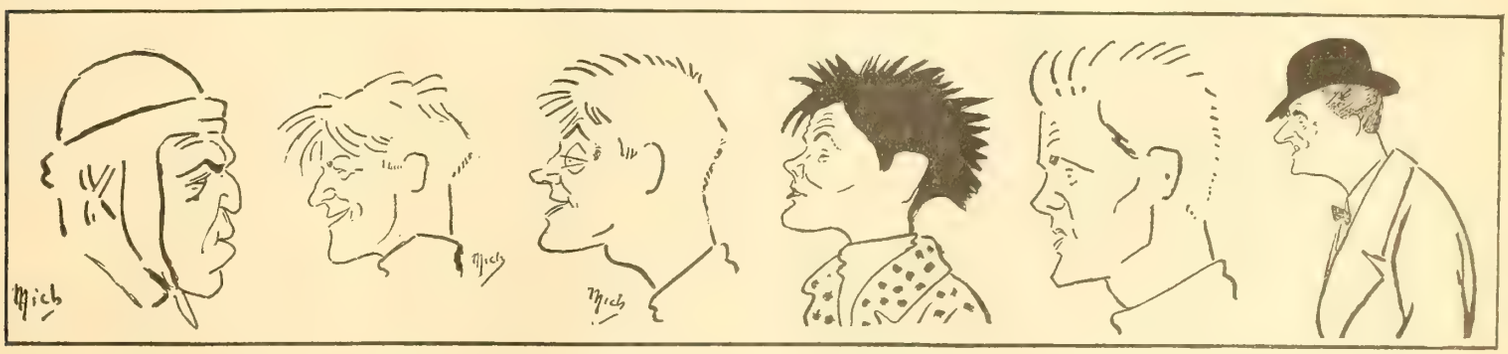
Since that time Louis Debo, member of the N. C. A. board of control for Buffalo, has been quietly conducting an investigation, the outcome of which was the suspension of 31 riders early this week. The suspension was made indefinite pending a further investigation. The men affected by the ruling are: Elmer F. Bundt, E. C. Arenz, Al Krushel, Robert Striegel, H. Krigbaum, Charles C. Troidl, E. C. Frank, John Ritchel, Howard J. Young, I. Serius, F. M. Franklemont, Ray W. Cole, Lloyd Safford, H. C. Howe, Charles Soeusa, Edward P. Young, Tony F. Burke, William J. Anthony, H. G. Becker, Francis L. Delaney, Fred Schudt, Charley V. Kohlmeyer, Fred C. Flach, R. J. Hoover, Joe Tanner, J. M. Tanner, Fred Schell, Robert J. Smith, Joseph Schieder, Leslie Wilcox and John Ricotta.

Little Rhody C. C. Christens Rollers.

Through the good offices of 21 subscribers, members and friends of the Little Rhody Cycle Club and tradesmen of Providence, R. I., that organization received substantial aid towards the purchase of a set of roller trainers costing $80; the contributions totaling $62.

The first event to be held on the new machine was a match race between two prominent local aspirants for the Olympic Team, Alvin Loftes and Henry E. Johnson, one mile was the distance, the race resulting in a tie; time, 1:23. It was the feature event of the evening at the club's recent annual ball and was run off during the intermission.

All of the active riding members of the club are anxiously awaiting opportunity to commence training on the road in preparation for the coming propitious season considering the many road races contemplated, the Olympic games race, and the assured re-opening of the Melrose eight-lap coliseum track in that city, after having been closed practically all of last season, there having been but one meet held there.



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AS "L'AUTO" SEES THE AMERICAN RACING CYCLISTS WHO ARE NOW THE PARISIAN SENSATION

HOW GOULLET WON SYDNEY RACE

Showed Wonderful Form in the Sydney Six-Day Grind and Easily Outclassed Field—Immense Crowd at Finish.

First mail from Australia since the running in Sydney of the first six-day race in the Antipodes during the week of January 1-6, brings some very interesting side lights on the big initial grind which was run on the combination grass and cement third-mile track at the Sydney Cricket Grounds and which was won, as announced in the Bicycling World of January 13, by Alfred Goullet and Paddy O'Sullivan Hehir.

Goullet, by all reports, was the "bear cat" of the race, being among the leaders whenever the sprinting started, and was himself responsible for a big "jam" when the race had been in progress five and a half days, which resulted in the ten teams being split into two divisions, the leaders finally overtaking the second division for a gain of a lap, due principally to the wonderful pacing of Goullet. Hehir, Gordon Walker, and McNamara, also are spoken of highly in the reports of the big ride which lasted over seven miles before the gain of a lap on the other five teams could be accomplished.

At the start of the race a special prize of $125 had been offered by the management to the team first gaining a lap, and this throughout the week was the incentive for numerous attempts. During the progress of the successful attempt by Goullet the promoter evidently became imbued with the excitement indulged in by the more than 55,000 spectators, and raised the amount to $250.

Fred Keefe, another Australian popular with followers of the pastime in America, and the present holder of the professional 100 miles road record, was the cause of much concern to the other riders in the race, he keeping them in a state of constant worry by continual jumping, although his team was a mile behind.

Goullet put the ball in motion shortly after the score had been announced for 1,910 miles. At 1,995 miles announcement was made than $25 would be given to the leader at 2,000 miles, and the pace slowed to allow the men to freshen for the sprint. At five laps to go, jockeying for position started. McNamara, Grenda and Hehir were in that position at two laps and again at the bell. The two former had a desperate race for the tape, almost riding a dead heat with the judges' verdict going to Grenda; Hehir, third.

As the hour of finish aproached the excitement was intense. The riders had been carefully watching each other during the last few hours. Five teams were still a lap ahead. The cry of "One minute to go" did not spur them on. Five overlapped teams drew on to the grass track. The crowd, hemmed in like bees, suddenly roared "Lawson's away!" They were then half a mile from home. Goullett was after him like a flash, with Grenda and McNamara in close attendance. Goullett soon got Lawson's wheel. He shook Grenda off and won by three lengths. Grenda was a length ahead of McNamara, with Lawson fourth, and Kirkman fifth. The teams had covered 2,086 miles, 1,680 yards.

The first seven teams in order of finish were: Goullet-Hehir, Walker-Grenda, McNamara-Corry, Lawson-Mitten, Kirkham-Colvin, Henry-Crook, and Foxover-Yeend.

From the riders' point of view, the race was replete with interesting features as is graphically given in a letter from the popular little Iowan, Worth L. Mitten to the bicycle editor. Mitten seems relieved that the contest is over, but is full as ever with enthusiasm. He says:

"Another six-day race out of my system and a great one it was. The hardest part of the race was the weather conditions. We had several heavy rain storms in off the ocean with cold winds. Many rode in rubber coats, some carrying umbrellas. But we rolled along just as happy as ever. We also had some of the hottest weather of the season, we used ice cold cabbage leaves on our heads. Sun was so hot as to burn right through our racing suits. In fact, I have peeled off all over. Would be a fine specimen for a zoo at home. We found the Australian boys much stronger than we expected. Most all were long distance road riders which put them just right for such a contest. That crowd of 55,000 on the last night was worth a trip over here to see. All was excitement, and what a noise they made! The League of Wheelmen had full charge of the race and handled it very well for their first six-day affair. Lawson looked like a sure winner but tried to "go" too far from home, and was defeated. We will ride three more six-day races: One continuous, at Melbourne; eight hours per day at Adelaide and six hours per day at Brisbane. The race was not nearly so hard as the Garden race. Being outdoors and the fresh air seemed to keep us in much better condition."



START OF THE RECENT SIX-DAY RACE AT BERLIN, GERMANY
Walter Rutt, of the Rutt-Stol team, that won the race, is high on the banked track next to the railing. Leon Georget, well known to Americans, is next to him.

Will Return For Velodrome Opening.

In order to be on hand for the first crack of the starter's pistol at the Newark Velodrome, on the opening day, April 7, Goullet and Hehir will take up the journey halfway round the earth immediately after the close of the six-day race now in progress in Melbourne, Australia. There may accompany them another Australian star to augment the already large galaxy that has graced American tracks in recent years, in the person of Grenda, at present champion of Australia. Grenda, in the Sydney six-day race and in competition in sprint events has shown that he ranks well with Goullet and Hehir.

Another Australian who will be seen regularly at the Velodrome and who has established himself well in the popularity of the followers of the sport in America is Ernie A. Pye. During the past week, Mrs. Pye and her two-year-old daughter arrived in Newark from Salt Lake City.

First Club Run In New York City.

Holding its first club run of the season, the Iver Johnson Wheelmen of New York City journeyed to Pelham Parkway on Sunday, February 18, in company with several visiting members of the Acme Wheelmen and held several impromptu brushes—just to work out the winter's kinks. The clear, bracing weather and excellent condition of the road surface was a source of keen pleasure to all who participated.



MARCEL PLANES STARTING UPON THE LAST LAP OR HIS WORLD'S LONG DISTANCE RECORD

Planes is the second cyclist from the left of the picture. The final run that completed the 34,366 miles in 365 days, was made December 31, 1911, starting from Girtford Bridge, about 50 miles from London.

Goodwin Wins Close Pursuit Race.

Riding in excellent form, Eddie Goodwin, I. A. A. C., again clearly demonstrated his ability, on Wednesday evening, February 21, when, at the general athletic meet under the apspices of the Pastime Athletic Club, held in the 68th Regiment Armory, New York City, he conclusively defeated the acknowledged best of the Greater City's performers in flat-floor bicycle racing, albeit he was forced to extend himself to the limit to win the final of the four-man invitation mile pursuit race, a number which proved to be one of the most interesting on the lengthy program.

Two riders were allotted for each of the two preliminary heats, the winners to ride the final. Due to the illness of W. Van Den Dries, the N. Y. A. C. crack, H. Lightfine, a comer in the game and a member of the Glencoe A. C., was chosen as substitute. In the draw for heats, Lightfine was matched against Goodwin and the latter won by one-quarter lap. The second heat between J. Townsend, riding under the colors of the Dominican Lyceum, and Walter Raleigh, N. Y. A. C., resulted in the former's favor by a very close margin.

At the start of the final, Townsend at once set out to defend his reputation as a pursuit rider to the immense delight of the crowd, which of late has seen Goodwin score some unusually easy victories. In this case his work was cut out for him and it was anybody's race, first one and then the other leading over the center line, until within the last lap Goodwin managed to forge ahead for a gain of ten yards, winning by that much.

Scheider Makes New Flat Floor Record.

Buffalo, Feb. 17.—Tonight's bicycle races held in connection with the games of the 74th Infantry Athletic Association, at the armory, proved unusually attractive. The five mile "derby" was run in six trial heats at two miles each, and a final. Eighteen men qualified and the final was won by Jos. Scheider, in 12:31, a new record for flat floor competition. Tony Burke was second, E. Arenz, third, and Al Krushel, fourth. Prizes were given for the leaders at the miles, and Scheider captured all these except the first.

There was a one mile consolation which went to Jos. Tanner; second, E. P. Young; third, H. J. Becker; time, 2:40⅘.

Atlas B. C. to Hold Theatre Party.

Not to be outdone by larger and older cycling organizations in anything pertaining to club life, the Atlas Bicycle Club, one of Brooklyn's youngest and most active of the kind, will, on March 1, hold its first annual theater party. The Orpheum Theater of Brooklyn will furnish the entertainment feature of the evening while the festive board will be spread at the Brooklyn Hof-Brau.

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BALTIMORE CYCLISTS ARE ACTIVE

Crescents Plan Lively Season Replete With Road Races—One Already Held —Lafayettes' Spring Race.

Baltimore, Feb. 19.—The local bicycle contingent is busy planning for the coming season. The Crescent B. C. expects this year to be the most active in its history. The recent bad weather has prevented the members from getting out on the road and they are now hoping for good weather. The big events of the season will be pulled off as soon as spring sets in. Many attractive features have been outlined and considerable enthusiasm has been manifested by the members. The century mileage contest, which started on the first day of the year, will, of course, be continued until the end of 1912. The run attendance will be opened as soon as the first club run is made possible by weather conditions.

The annual spring road race of the club will be held on May 5 over the Shell road loop and will be a handicap affair of 12 miles. The annual spring half-century run will be held on June 2. Widespread attention has been caused by the announcement that the club will hold a series of closed "cork" races during the year. The program calls for the hardest races ever held in this vicinity. The contests will be held at different periods and will consist of ten events, all from scratch. The winners will be awarded points and the member having the largest number at the end of the races will be presented with a gold medal, which will carry with it the championship of the club. The events will be as follows: Quarter-mile track, half-mile track, mile track, five mile road, 10-mile road, 25-mile road, 50-mile road, 100-mile road, Baltimore to Washington and return, and a hill climb. It has been a long time since bicycle races at 25, 50 and 100 miles have been promoted south of New York, and these long distance events may produce some new stars.

Taking advantage of the favorable weather conditions the Crescents opened their season yesterday, Sunday, with a run to Pikesville in conjunction with which was run three races over the Park Heights avenue course. The first race, at four-fifths mile, was productive of a sensational sprint between the Leimbach brothers, William and August, the former eventually winning by a very small margin. The veteran Tommy Baker showed his mettle by leading home the pack in the long event of the day, the five and one-quarter miles open. No time was taken; the first three to finish in the respective events were in the following order: Four-fifths mile—W. Leimbach, A. Leimbach, C. H. Thoms; one mile —A. Leimbach, T. W. Baker, C. H. Thoms; five and one-quarter miles—T. W. Baker, C. H. Thoms, C. Keller.

The Lafayette Wheelmen are also busy planning for the coming season. The club's first event will be the annual spring road race on May 12. The proposed 12-hour track race is attracting attention and a hearty response has been made by riders who are anxious to manifest their stamina and capture the event. The date for the race has not been set, but it will be pulled off early in the season.

Goodwin Wins Hollow Victory at 47th.

Winning by more than a third of a lap, Eddie Goodwin, I. A. A. C., on February 12 added another to his long string of victories garnered during the present flat-floor season, this last being the five miles open bicycle race under the auspices of the Knights of St. Anthony in the 47th Regimen Armory, Brooklyn.

Nine riders faced the starter, but owing to the glassy condition of the floor, frequent spills soon reduced the field to four; three going down in one heap before the first lap was completed.

Goodwin and H. J. Murphy of the Atlas Bicycle Club were the only two who did not attempt to slide home, and although Murphy put up a gallant battle to overcome the lead gained by Goodwin when Murphy was interfered with by the spills, he was forced by reason of the track's condition to accept second place, while Goodwin romped in with a disinteresting win from the spectators' point of view. Nat Gutoff, N. A. C., was awarded third.

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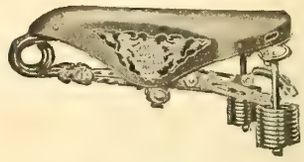


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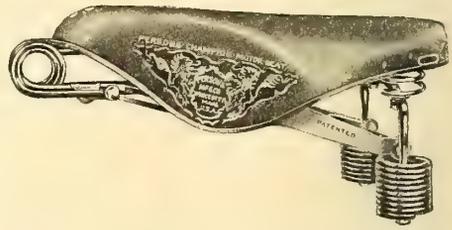
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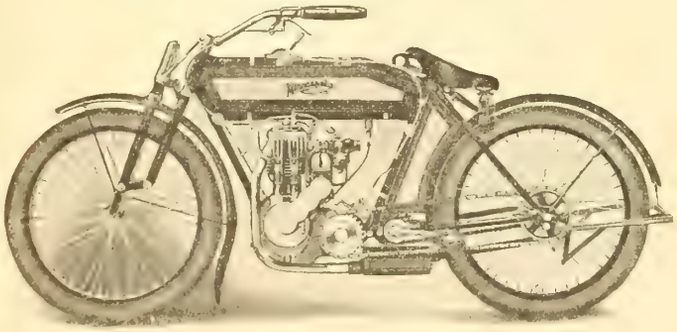
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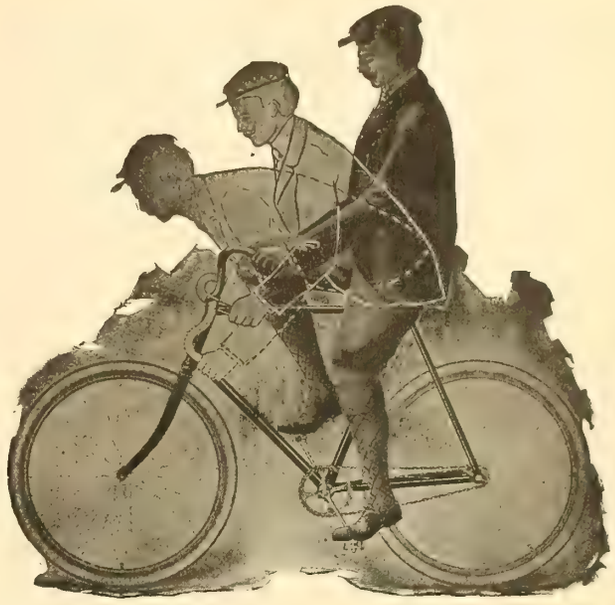
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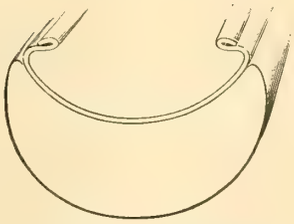
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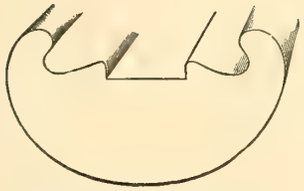
THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

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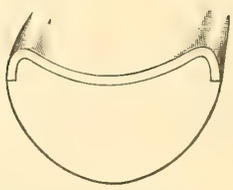
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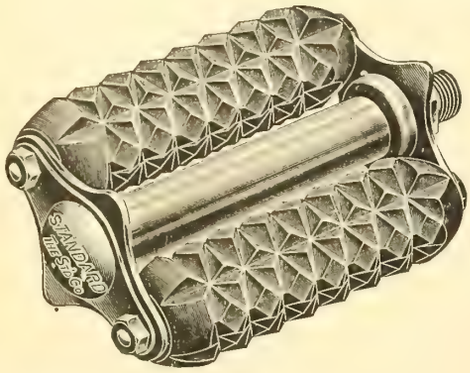
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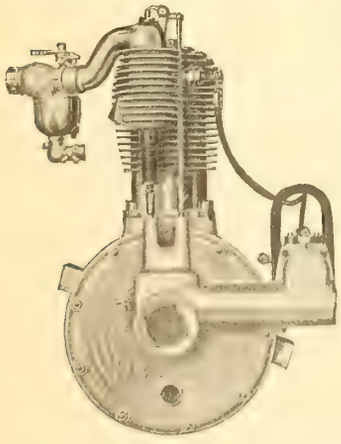
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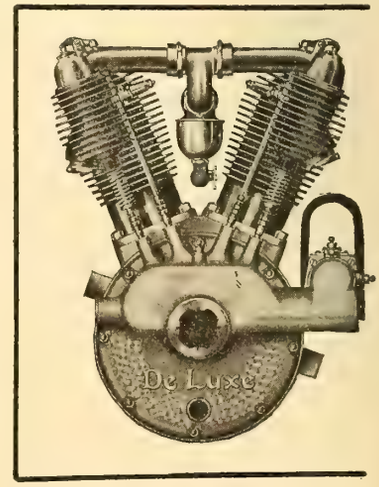
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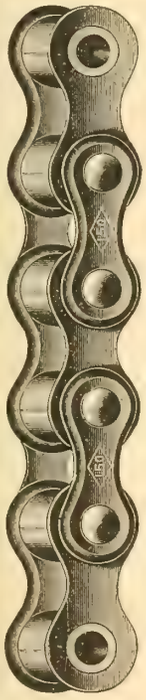
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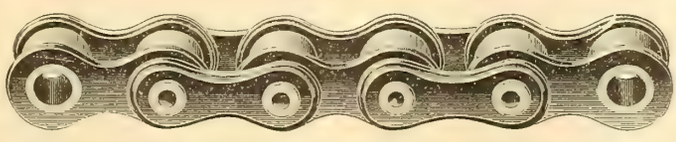
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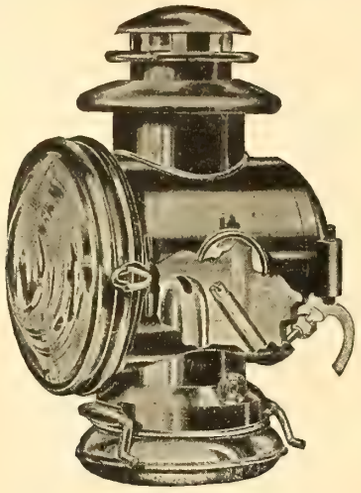
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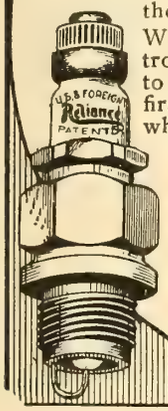
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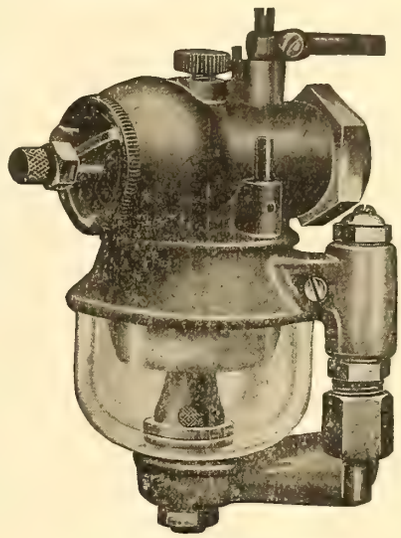
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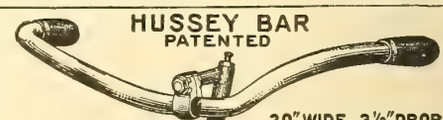
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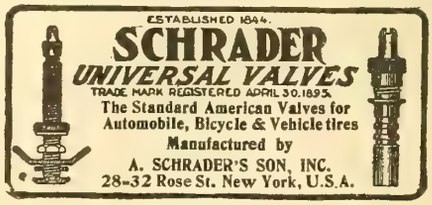
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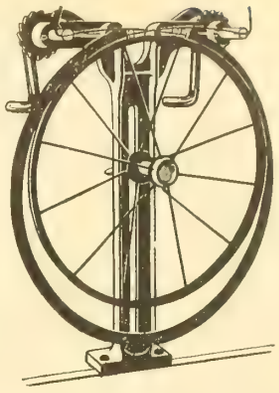
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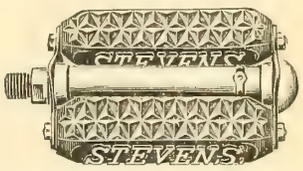


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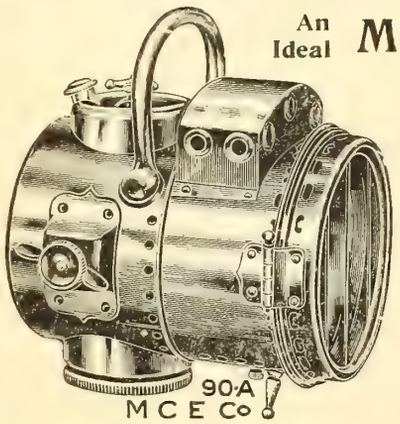


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We have several hundred pair of Single Tube, Double Tube and G & J Tire Seconds at prices that will surprise you. Also a few more of Excelsior Tires at less than they originally cost Excelsior Supply Co.
CHICAGO CYCLE SUPPLY CO.
22 W. Lake St. CHICAGO, ILL.
Factory Distributors of Bicycle and Motorcycle Supplies. Don't buy Excelsior Tires from anybody till you get our prices—We will save your money.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

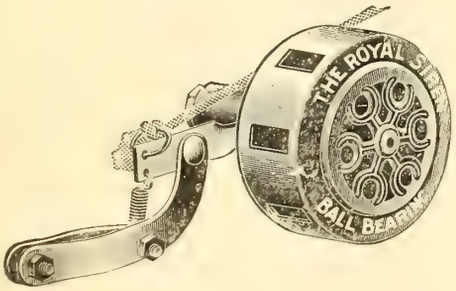


An Ideal **Motorcyclist's Lamp**

embodying a "Close Coupled" Searchlight and Generator.

Weighs 24 Ounces.
Size 4 x 5 Inches.
Nickel Plated
Neatly Designed

Price No. 90 rear prop $6.00
Price No. 90A side props . . 6.00

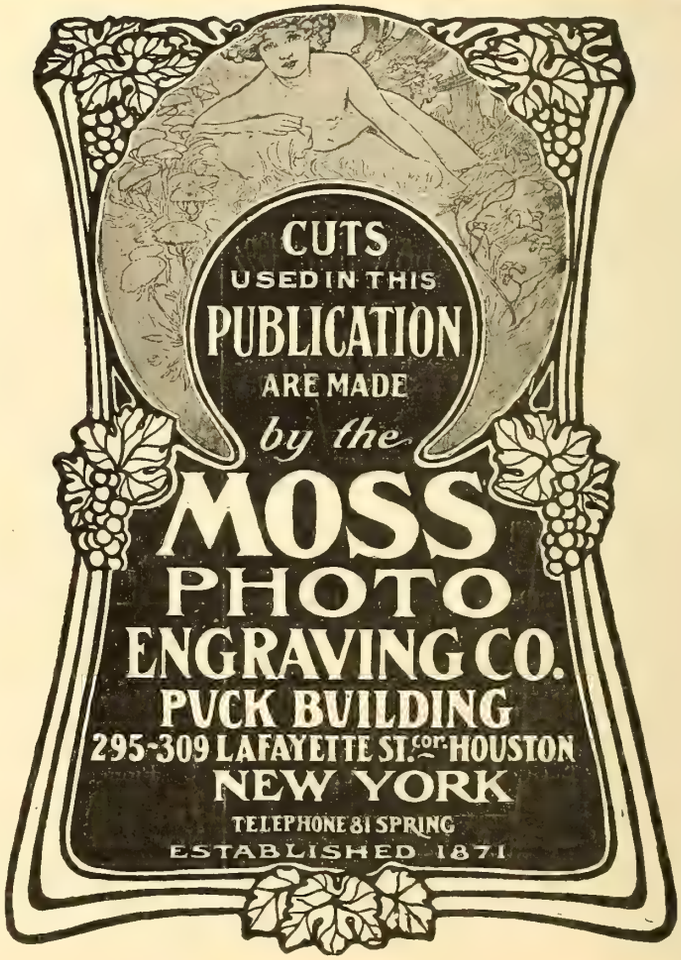


For Bicyclists
THE
Royal Siren

calls instant attention to its clear note and substantial appearance. Nickel plated.

Price $1.00

THE MOTOR CAR EQUIPMENT CO.
Manufacturers
55B Warren St., New York



MUSSELMAN
COASTER BRAKE
"The little fellow with the Big Grip"
THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

For Safety and Service
It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. [48] New York City



Tire Perfection



has at last been reached through the introduction and marketing of

KOKOMO TIRES

Four plys of the finest fabrics that money can buy are used in the construction of 1912 KOKOMO Tires. This fact and others are responsible for every endurance and reliability test worthy of note that has been won by KOKOMO Tires. No guess work or experimental methods enter into the making of our product. Sixteen years of tire building experience is back of every KOKOMO Tire in use today.

"If It's Kokomo That's All You Need to Know"

KOKOMO RUBBER COMPANY

Kokomo, Indiana, U. S. A.



Motorcycling in the White Mountains of New Hampshire

Going up

steep hills and mountains is no trouble at all for the 8 H. P. M·M Twin — just like riding on level roads.

Read what the man in the picture says

American Motor Company, Brockton, Mass.

Gentlemen:

I have just completed a motorcycle trip through the mountains of New Hampshire. I am so bubbling over with joy, that I must write you how well satisfied I feel with my M·M Twin. The power it showed in tearing up those steep inclines was simply marvelous. Not once did I get stuck on a hill, and believe me there were some corkers, and as for smooth running qualities and speed, I never saw anything like it. With the muffler closed, she would slide through the towns as still as a bird, throttling down to a walk when required. You have never hollered half enough about this wonderful model. If people knew what they could do, you would be swamped with orders.

Yours truly,

Albion St., Somerville, Mass.

Geo. B. Graves

Announcement to Agents!

Here is the greatest seller ever offered to the trade in the Twin Line. The big powerful M·M Twin at $225 was the sensation at the New York Show. Of the many lines offered to Agents for 1912, there are only a few twins, although there is a big demand for this type. No agent can satisfy all his trade without a good powerful twin, especially in sections where the roads are hilly or rough.

The M·M Twin is positively without an equal, regardless of price or claims. It is the only Twin having cylinders set at a 90 degree angle giving perfect balance, doing away with all vibration and many other tremendous advantages over the ordinary type.

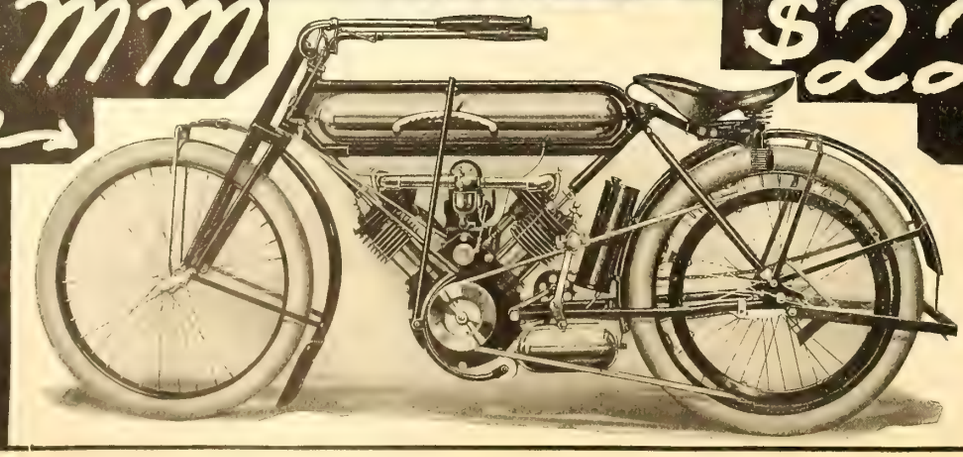
With our large facilities and 13 years' experience, we are able now to put the twin price down where it is bound to multiply sales. The complete M·M line at $140, $160, $200, and $225, is the best agent's proposition to be had this year.

Get in touch at once — Territory is going fast.

AMERICAN MOTOR CO., 718 Centre St., Brockton, Mass.

8 H.P. MM Twin

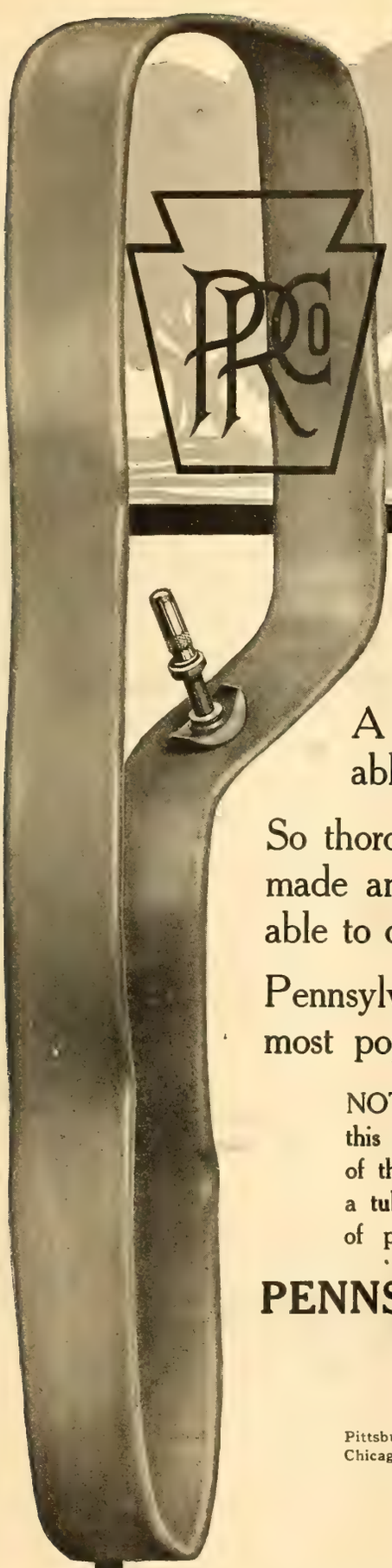
$225.



The Biggest Motorcycle Offer of the Season

With Free Engine Clutch

$240.



PENNSYLVANIA "Guaranteed" INNER TUBES "No. 503"

For Motorcycles

A good, guaranteed tube selling at a reasonable figure.

So thoroughly tested is our "No. 503" tube, so well made and of such high quality material, that we are able to offer it with a season's guarantee.

Pennsylvania "No. 503" tubes are made in the most popular selling sizes.

NOTE: Pursuant to our accustomed policy we have placed this tube on the market with special regard for the interests of the Jobber and Dealer. Those desiring, therefore, to sell a tube which satisfies the customer and ensures a fair margin of profit should write for our attractive 1912 proposition.

PENNSYLVANIA RUBBER COMPANY

(Re-organized February 1st, 1910)

Jeannette, Pa.

BRANCHES:

Pittsburgh, 505 Liberty Ave. Detroit, 247 Jefferson Ave.
Chicago, 1004 Michigan Ave. Minneapolis, 917 First Ave.
Kansas City, Mo., 514 East 15th St.

Pennsylvania Rubber Co., of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission Street Los Angeles, 930 So. Main Street

No slip in braking or in forward driving in the

ATHERTON
Coaster Brake

FOR BICYCLES

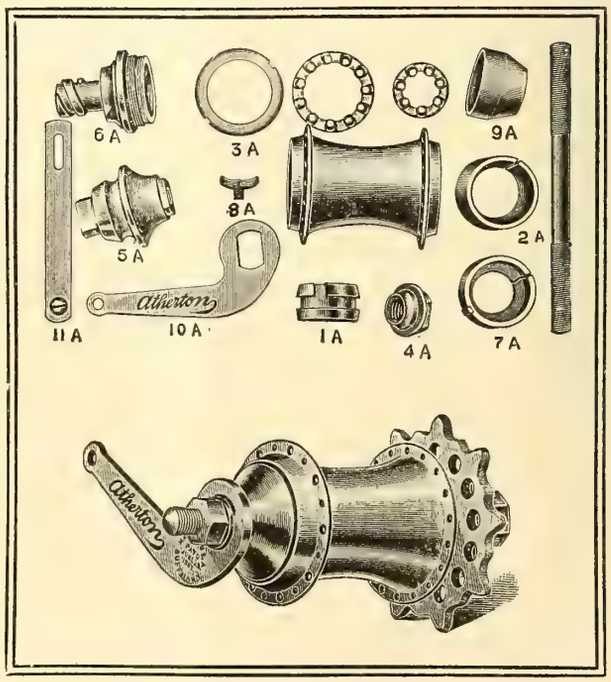
In the 1912 model there are three braking surfaces, giving as much or as little braking effect as the rider chooses.

Two driving points of contact make certain that there is no possibility of slip in the forward drive.

In every Atherton coaster brake there is satisfaction for both the rider and the dealer. It is the brake that affords absolutely free coasting and perfect braking.

Get the up-to-date coaster brake while you are about it.

It stays right!



QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, New York

Licensed Coaster Brake Manufacturers

Thinking of Your Mileage as Well as Their Profit

Thirteen motorcycle manufacturers are willing to give you the utmost tire quality—

Diamond
TIRES

Their machines are: Excelsior, Eagle, Emblem, Harley-Davidson, Kokomo, Marvel, Merkel, Minneapolis, M-M, New Era, Reading-Standard, Thor, Yale.

Diamond Motorcycle Tires cost the motorcycle manufacturer a little more than other tires—that's because of their higher quality. The makers of the machines named above are willing to pay this extra cost and give you the benefit of these higher quality tires at no extra cost to you. But you must tell them that you want Diamond Tires. Have your dealer order Diamond Tires for your new machine and you will get them.

Tire expense is the largest single item in the cost of running your machine—just as important when you get your machine as after you have had it a year.

There is only one way to put tire expense on a minimum basis at the start—specify Diamond Tires. And if you're not getting a new machine this year cut down your tire bills by buying Diamond Tires from your dealer.



Studded Tread Diamond Motorcycle Tire.
Costs no more than Diamond Corrugated Tread.

Our illustrated catalogue tells you why Diamond Motorcycle Tires are the longest wearing, easiest riding motorcycle tires ever built. Send for it today.

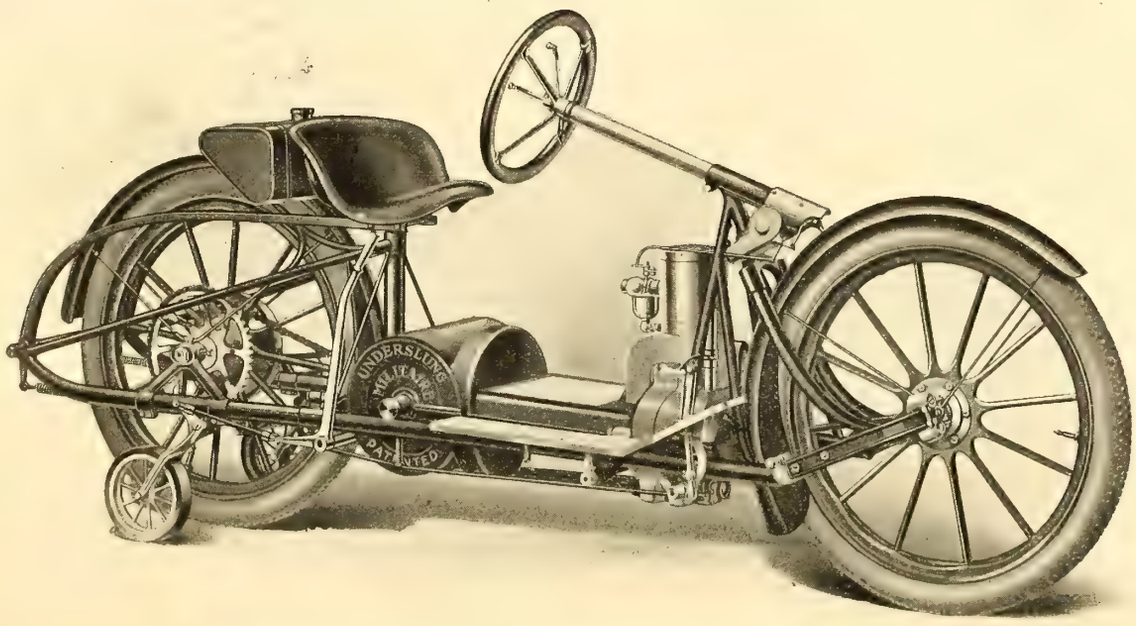
THE DIAMOND RUBBER COMPANY, Akron, Ohio

Fifty-four Diamond Service Stations do more than sell tires—they take care of Diamond Tire users.

"Saw it in Bi-World." Say that when writing to advertisers.

The Underslung Militaire

FIVE YEARS AHEAD OF THE MOTORCYCLE WORLD



(Patents Pending in United States and Foreign Countries.)

The Logical Evolution of the Two-Wheeler

true and straight, without kink or wobble.

WITH AUTOMOBILE TYPE OF STEERING WHEEL, with spark and gas control on inside of steering post.

WITH BUCKET SEAT WITH A BACK, and a rear seat to be attached of the same type.

WITH FRICTION DRIVE, completely housed from dust and water.

WITH NO GEARS OF ANY KIND, from front to rear, which means simplicity itself, the thing for those far from repair shops.

WITH ALL SPEED CHANGES, from 30 to 1 on low, to 3 to 1 on high, and 10 to 1 on reverse.

WITH FOOT CONTROLS, for brake and speed on running-boards, the lever on right operating clutch and brake independently, while on the left the speed changes are operated.

WITH IDLER WHEELS on either side to preserve equilibrium while the machine is either standing, or running at low speed.

WITH SUCTION FAN, which absolutely prevents the engine from overheating while the machine is either standing or running.

WITH REVERSE MECHANISM, which permits the rider to withdraw from awkward positions in congested traffic without dismounting or turning around.

WITH UNDERSLUNG FRAME, which gives a much lower center of gravity and very much increases the factor of safety.

for same under mudguards.

WITH RIMS ON ARTILLERY WOOD WHEELS that will take 28 in. x 2 3-4 in. or 3 in. tires.

WITH ARC-SHAPED AXLE which carries direct the entire load of the front half of the machine, thereby leaving the forks free to be used for steering purposes only.

WITH IDLER WHEELS that may be raised or lowered at will, which absolutely prevent skidding on heavy sandy roads or in climbing sand hills.

WITH KNOCK-OUT TYPE AXLE in rear wheel which provides for it being taken off by removing two nuts on either end and not disturbing the general assembly.

WITH GENERAL NON-SKID CONSTRUCTION PRINCIPLES through use of idler wheels, lowest possible center of gravity, and tire chains.

WITH VERTICLE FINS ON ENGINE CYLINDER encased by steel sleeve through which the air is drawn by suction fan, thereby preventing overheating of engine either while the machine is running or standing.

WITH CANTILEVER SPRING SUSPENSION which eliminates shocks on rough roads by having long spring motion between the front and rear wheels and directly under the rider.

WITH NOISELESS EXHAUST.

WITH VARIABLE RIDING POSITION of from 22 ins. to 28 ins. from the ground, and forward and backward movement of 4 1-2 ins.

WITH INTERCHANGEABLE ENGINE PROVISIONS. Our single cylinder may be replaced by our twin cylinder in three hours without any alteration of the connections.

ENGINE: Free—5 H. P.—Vertical—Bore, $3\frac{1}{2}$, Stroke, $3\frac{43}{64}$. MAGNETO: Bosch. CARBURETER: Schebler. SPEED: 2,400 r. p. m., 65 Miles Per Hour. WHEEL-BASE: 64 Inches.

Price: $300 F. O. B. Cleveland

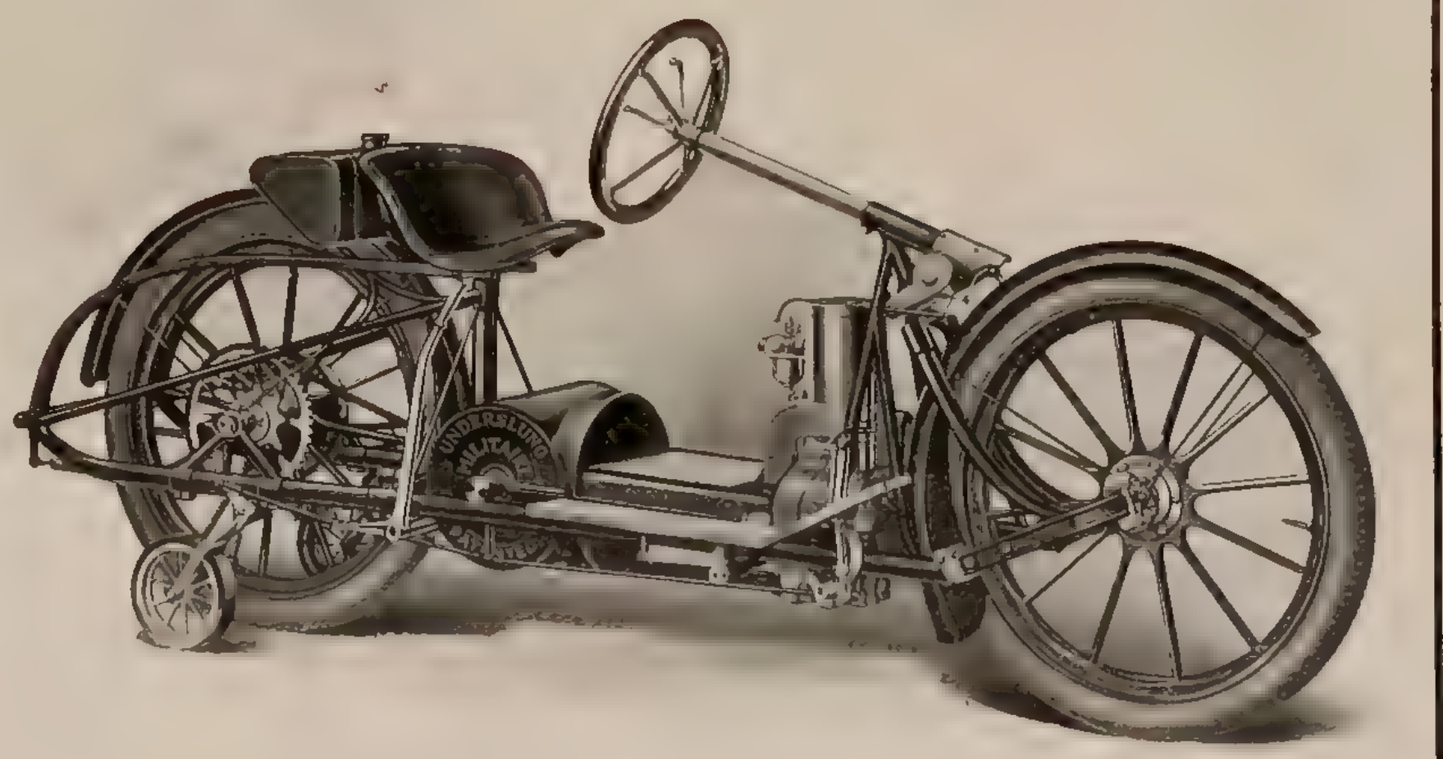
THE MILITAIRE AUTO CO., Inc., 302-304 Columbia Bldg., Cleveland, Ohio, U. S. A.

"Saw it in Bi-World." Say that when writing to advertisers.

"Saw it in Bi-World." Say that when writing to advertisers.

The Underslung Militaire

FIVE YEARS AHEAD OF THE MOTORCYCLE WORLD



(Patents Pending in United States and Foreign Countries.)

The Logical Evolution of the Two-Wheeler

THE ONLY TWO-WHEELER IN THE WORLD

WITH ARTILLERY WOOD WHEELS, which are always true and straight, without kink or wobble.

WITH AUTOMOBILE TYPE OF STEERING WHEEL, with spark and gas control on inside of steering post.

WITH BUCKET SEAT WITH A BACK, and a rear seat to be attached of the same type.

WITH FRICTION DRIVE, completely housed from dust and water.

WITH NO GEARS OF ANY KIND, from front to rear, which means simplicity itself, the thing for those far from repair shops.

WITH ALL SPEED CHANGES, from 30 to 1 on low, to 3 to 1 on high, and 10 to 1 on reverse.

WITH FOOT CONTROLS, for brake and speed on running-boards, the lever on right operating clutch and brake independently, while on the left the speed changes are operated.

WITH IDLER WHEELS on either side to preserve equilibrium while the machine is either standing, or running at low speed.

WITH SUCTION FAN, which absolutely prevents the engine from overheating while the machine is either standing or running.

WITH REVERSE MECHANISM, which permits the rider to withdraw from awkward positions in congested traffic without dismounting or turning around.

WITH UNDERSLUNG FRAME, which gives a much lower center of gravity and very much increases the factor of safety.

WITH NON-SKID CHAINS if desired and ample clearance for same under mudguards.

WITH RIMS ON ARTILLERY WOOD WHEELS that will take 28 in. x 2 3-4 in. or 3 in. tires.

WITH ARC-SHAPED AXLE which carries direct the entire load of the front half of the machine, thereby leaving the forks free to be used for steering purposes only.

WITH IDLER WHEELS that may be raised or lowered at will, which absolutely prevent skidding on heavy sandy roads or in climbing sand hills.

WITH KNOCK-OUT TYPE AXLE in rear wheel which provides for it being taken off by removing two nuts on either end and not disturbing the general assembly.

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WITH CANTILEVER SPRING SUSPENSION which eliminates shocks on rough roads by having long spring motion between the front and rear wheels and directly under the rider.

WITH NOISELESS EXHAUST.

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WITH INTERCHANGEABLE ENGINE PROVISIONS. Our single cylinder may be replaced by our twin cylinder in three hours without any alteration of the connections.

ENGINE: Free—5 H. P.—Vertical—Bore, $3\frac{1}{2}$, Stroke, $3\frac{43}{64}$. MAGNETO: Bosch. CARBURETER: Schebler.
SPEED: 2,400 r. p. m., 65 Miles Per Hour. WHEEL-BASE: 64 Inches.

Price: $300 F. O. B. Cleveland

THE MILITAIRE AUTO CO., Inc., 302-304 Columbia Bldg., Cleveland, Ohio, U. S. A.

"Saw it in Bi-World." Say that when writing to advertisers.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW

FISK BICYCLE TIRES

Fisk Quality Guarantees Positive Satisfaction

We unhesitatingly refer you to any user of Fisk Bicycle Tires for verification of this fact.

Thousands of riders throughout the country will use nothing but Fisk Bicycle Tires, having found them most durable and economical.

Fisk Bicycle Tires are made on the highest quality standards to meet the demands of the most critical experts, consequently they are being used by the following representative manufacturers of high-grade wheels:

Pope **Pierce** **Snell**
Iver Johnson **Emblem** **Yale**
Racycle, Etc.

This means that these makers have satisfied themselves that Fisk Tires are the best and that they so recommend them to every purchaser of their wheels.

Fisk Bicycle Tires are made in more than a dozen styles, each guaranteed to be the best of its kind for the purpose and price.

Illustrated booklet sent on request.

TO DEALERS:

1912 is going to be a record breaker for Fisk dealers. It will pay to make arrangements now rather than wait until the busy Spring season.

The 1912 Fisk Catalogue and proposition will be mailed promptly on request.

THE FISK RUBBER CO.
Dept. E. **Chicopee Falls, Mass.**

Direct Factory Branches in 35 Cities

Here is the original and only genuine Compound Spring—



the spring
which is an exclusive
feature of the

BROOKS
Compound Spring Saddle

The spring, which, by its perfect compensating action, makes the longest ride and the roughest road—vibrationless.

It is a spring within a spring—each acting as a perfect check upon the other, and each assisting in that total absorption of vibration which means so much in the making of the rider's perfect pleasure.

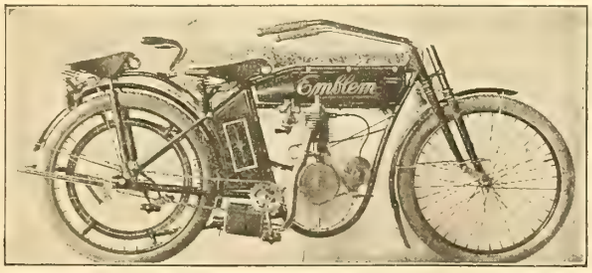
And such merits must appeal to your customer—hence, offer him a BROOKS.

J. B. BROOKS & CO., Ltd.
73 Criterion Works, Birmingham, Eng.
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren Street
New York

Properly, When Buying, You Place Quality First, But

the great associated factor in your every day routine is a thoroughly

Dependable Service



EMBLEM Motorcycles and Bicycles

"Ready for Greater Service to You"

We maintain a service at all times emphasized by the word "dependable." From the beginning of motorcycling we have studied all advanced improvements and our innumerable tests and exhaustive experiments have resulted in a finished product that leaves nothing to be desired. Smartness in Appearance, Power, Speed and Ultimate Satisfaction all are yours if you ride or sell Emblem Bicycles and Motorcycles. Have we an agent in your town?

EMBLEM MANUFACTURING COMPANY, Angola, Erie County, New York

(Dept. G)
Member M. M. A.

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.



Stop and think how important a part the tire plays in the enjoyment of motorcycling.

Continental-Erie Motorcycle Tires

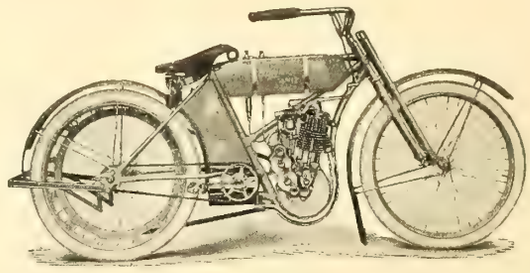
are a guarantee against unreasontire troubles. In their construction is entired a maximum mileage and the utmost in reliability. The rider who uses this tire is on the safe highway to satisfaction. They are made in one style tread only but that one style tread is good enough to be used as standard equipment on the Emblem, Excelsior, Merkel, Harley-Davidson and Yale machines.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch—35 Murray Street
Chicago Branch—131 North Canal Street



W-A-G-N-E-R

SPELLS

SATISFACTION

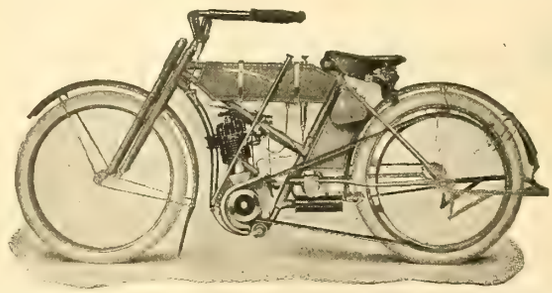
TO DEALER: SATISFACTORY SALES
TO RIDER: SATISFACTORY SERVICE

The name Wagner on a motorcycle has the same significance as the Sterling mark on a piece of silver.

It Is the Mark of Quality

The WAGNER is sold by many dealers in every part of the country, but we still have some choice territory open and want to get in touch with all live dealers. Are you one of them? If so, better write today.

1912 MODELS **$160 TO $200**



COMPLETE 1912 CATALOG READY

WE CAN GUARANTEE IMMEDIATE DELIVERIES

Wagner Motorcycle Co.

ST. PAUL **MINN.**

POPE MOTORCYCLES

With Imported Magneto, $165

THE RUSH IS NOW ON

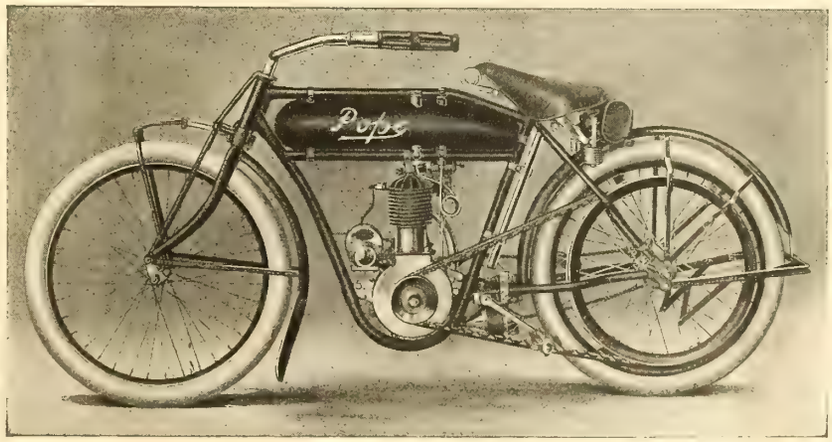
The large volume of orders which we are receiving from all parts of the country and abroad, shows that dealers everywhere are responding to the lively demand for Pope Motorcycles.

The appeal of QUALITY and the appeal of PRICE are responsible for the Pope's popularity. As a light, compact, reliable machine of fine appearance it is in a class by itself. It has no rivals or competitors.

An examination of the Pope will convince you that no machine, regardless of price, embodies better materials or workmanship. A large demand is the logical result of the Pope's quality and price.

Let Us Have Your Order for the Spring Trade Today

Write for Terms and Territory Still Open



Write for Details of 1912 Eclipse Free Engine Pulley

Send for Handsome New Catalog

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. Keenan Co., Portland, Ore.
Northwest

C. L. Smith Los Angeles
Southern California

Kimball-Upson Co., Sacramento
Northern California and Nevada

Enduring Motorcycle Tires
Goodyear Tires Outlast All Others

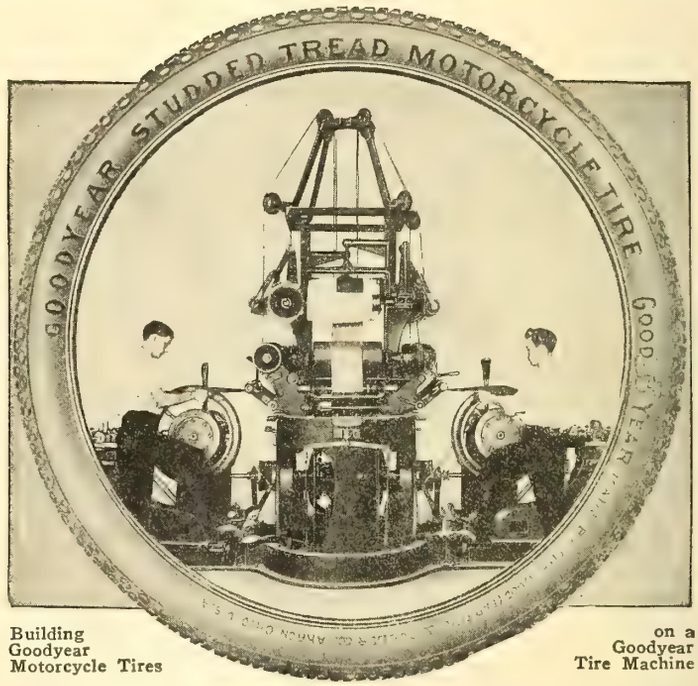
Hundreds of tests in field and factory have proved the unequalled endurance of Goodyear Tires.

They are today's most popular motorcycle tires.

"Little Brothers" of Goodyear No-Rim-Cut Auto Tires, these motorcycle tires because of their endurance and superiority will tire one out of every three new machines this year.

The 14 leading motorcycle manufacturers have made contracts with us to tire their 1912 output.

These motorcycle tires both last and are fast. They hold every world's amateur and professional speed record.



Building Goodyear Motorcycle Tires on a Goodyear Tire Machine

Ask for Our Motorcycle Tire Book

Every motorcyclist should read our book on motorcycle tires whether in immediate need of tires or not.

The book is a guide to right tire buying. Its message has saved motorcyclists many thousands of dollars which otherwise would have been spent repairing punctures and blowouts. It will open your eyes, Mr. Motorcyclist, to some pitfalls that you can just as well avoid.

The Goodyear Tire Machine

The Goodyear Tire machine—the only scientific method by which a tire can be made—is described in our book. This machine builds into the tires **efficiency**—not **faults.** It is the result of over 13 years auto tire building experience—the final achievement of the world's greatest tire experts. We, alone, control this machine.

GOODYEAR
Motorcycle Tires

Flawless Tires

Our motorcycle tires are built to fit the standard rim. The beads are moulded, semi-cured, to exact duplicates of your rim. So they **fit absolutely.** And all are built on the Goodyear Tire Machines.

In building a tire, a number of plies of fabric are stretched, one at a time, over an iron core. If one ply is stretched tighter than another, the tight ply gets undue strain, when in service, breaks down and the tire is quickly ruined. For a tire to **last,** each and every ply must be stretched on at the same **tension.**

The usual way is to stretch these plies by hand. Uniform tension, so vitally important to the life of the tire, is thus sacrificed.

No human being working hour after hour can always pull the fabric the same.

But the Goodyear Tire Machine can—and does.

This machine stretches on every inch of every ply with mechanical exactness—with absolute uniformity of tension. There can be no tight plies **tighter than the one underneath.**

All plies share alike the strain. And the **tire lasts.**

Can't you see why such tires as these are bound to give most service and most satisfaction?

Most Economical

As a result of the masterful way in which built, Goodyears will save you a **raft** of tire trouble and tire expense. These premier tires cost you no more than any standard tire. **Remember that.**

Goodyear service at all the leading dealers.

Send today for our motorcycle tire book explaining everything.

THE GOODYEAR TIRE & RUBBER CO., Moal St., Akron, Ohio

Branches and Agencies in 103 Principal Cities

Full Line of Motorcycle Tire Accessories.

THE
BICYCLING WORLD and MOTOR CYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, March 2, 1912. No. 24

MORE ABOUT THE HUB PATENT

Musselman Says He Simply Desires to Protect His Rights as Owner of Patent—Test With Semi-Friendly Suits.

Chicago, Feb. 26.—As soon as the bills of particulars can be drafted suits are to be instituted against manufacturers, jobbers, dealers and users of knock-out front axle hubs by A. J. Musselman, under the Blodgett patent No. 710,241. [This patent was noted and illustrated in our issue of February 24.—Ed.] Musselman, who long has held an interest in this patent, finally acquired control of it about six months ago, after exhaustive negotiations. The American Motorcycle Co., of which he is president, has no interest in the patent, and in nowise is involved in the forthcoming litigation.

One of the signficant phases of the situation is that the Eclipse Machine Company, Elmira, N. Y., which is said to manufacture 75 per cent. of the knock-out front axle motorcycle hubs used in this country, has acknowledged the validity of the Blodgett patent and accepted a royalty license to continue the manufacture of this hub. This action, of course, renders all handlers and users of Eclipse hubs immune from litigation for infringement.

Other manufacturers of knock-out front axle hubs are Corbin Screw Corporation, New Britain, Conn.; New Departure Mfg. Co., Bristol, Conn., and the Aurora Automatic Machinery Co., Aurora, Ill. According to Musselman, these makers are liable under the Blodgett patent, and as yet they have not applied for a license to operate under it. Handlers and users of infringing hubs are equally liable, he asserts. Some manufacturers who are believed to manufacture their own knock-out axle front hubs also come within the scope.

In order to test completely the validity of the patent, suits of a semi-friendly nature will be filed against selected jobbers, dealers and riders, but it is not Musselman's intention to institute wholesale litigation in an attempt to reap big damages for infringement.

Musselman states that while there are knock-out front axle hubs which do not infringe the Blodgett patent, the cost of manufacture of these non-infringing types is considerably greater than the cost of making the Blodgett type hub and paying royalty on it. The Blodgett patent embraces knock-out front axle hubs for motorcycles only, and has no bearing on rear hubs with knock-out axles.

Lists of those against whom suits will be instituted now are in course of preparation. In discussing his policy in the matter, Musselman says: "It should be understood that these contemplated suits in no wise are to be construed as an attempt to intimidate the trade, but simply to ascertain the value of the patent. I believe the patent is valid and that I am entitled to legitimate royalties as the controller of it. Therefore I am taking the matter to court to find out exactly where I stand, and what my rights as patent holder are.

"If the patent is upheld I shall proceed to collect royalties, and if it is declared invalid I shall abide by the court's decision. However, the action of the Eclipse Company, the largest maker of knock-out front axle hubs, in acknowledging the validity of the patent, is filled with deep significance, for it would not be apt to take out a license if it did not feel forced to do so.

"Some time ago I called the attention of the trade to the fact that the Blodgett patent was being infringed, and I gave those offending manufacturers ample time to investigate the patent and state what action they would take. A majority replied that they felt that they were not infringing, and I am now going to proceed to show them that they are."

COFFMAN ON TRADE CONDITIONS

President of M. M. A. Talks on Agents, Independent Shows, Freight Rates, and Proposed 2,000-Mile Tour.

Toledo, O., Feb. 27.—In discussing the last meeting of the Motorcycle Manufacturers' Association, in Chicago, during show week, President A. B. Coffman, in the course of conversation with a Motorcycle Review representative, had the following to say:

"At the last meeting of the association, all present expressed themselves in very optimistic manner over the bright prospects for this year. One manufacturer of a leading machine reported that 60 per cent. of his output was contracted for. The manufacturers also reported the recruiting of a better class of dealers. The bicycle dealer fell heir to the motorcycle when it came in, but it proved a bigger proposition than he ever before had handled, and it has taken a lot of time and patience on the part of the manufacturers to educate him to handle motorcycles as they should be handled.

"The manufacturers have taken unusual pains to coach bicycle dealers to the higher responsibilities and methods which the selling of motorcycles requires, because the development of a better class of dealers redounds in direct benefit to the makers, and gives them a better outlet for their product. A great deal of good has been accomplished by the educational campaign conducted by the F. A. M. publicity bureau, and the manufacturers have co-operated heartily with this department by furnishing valuable statistics.

"While show time is a long way off, it appears that a majority of the makers are in favor of independent shows, and I believe that with the support of the acces-



A GLIMPSE AT THE EXTENSIVE LINE OF THE EDWARDS-CRIST CO., CHICAGO
Just now the company's main store at 1404-6 Michigan avenue is crowded with Indians ready for delivery when the spring season opens

sory people, a big independent show can be held successfully. The chief requisite in connection with such an enterprise seems to be in getting a capable manager. Business men are using motorcycles more every day, and would attend an independent motorcycle show in larger numbers, than when the machines are tucked away in some corner of an automobile exhibition.

"Business conditions in some sections of the country are not favorable, but I do not look for any serious effect of this depression on the demand for motorcycles, for when a man makes up his mind to get a machine he usually accomplishes his desire. No matter what the general conditions may be, when the people want motorcycles they will, if need be, deny themselves other things in order to get them, as witness the phenomenal prosperity of the automobile industry during the panic period.

"Freight rates are receiving the attention of the association, too. A petition will be filed with the Interstate Commerce Commission very shortly praying for lower rates east of the Mississippi River, and Pacific Coast reductions also will be applied for as soon as the necessary statistics can be tabulated for presentment to the commission. However, I believe that coast rates will adjust themselves to a reasonable basis when the Panama Canal is opened to traffic.

"Our committee, consisting of Arthur Davidson, Joseph Merkel and myself, which is co-operating with the F. A. M. committee of three on the promotion of the proposed 2,000-mile National Tour, is outlining the undertaking in tangible form. The present intention is to hold the tour over a circuitous route, and have it terminate in the city where the meet is to be held, but little more of a definite sort can be done until the meet city is selected. Progress is being made in the matter of selecting a suitable F. A. M. official riding uniform, and samples will be submitted for approval shortly. I believe that the F. A. M. directors should arrange to attend the meeting of the M. M. A., at the Hotel Statler, Buffalo, on April 10, and decide on a uniform. I will have samples and prices ready to submit there, and earnestly request that all directors who can do so make it a point to attend, in order that this important matter may be disposed of as early as possible."

Changes in U. S. Tire District Managers.

T. R. Burton, manager of the Pittsburgh branch of the United States Tire Company, has been appointed assistant to O. S. Tweedy, eastern district manager of this concern. Mr. Burton will move to New York. His successor in Pittsburgh will be C. C. Gehring, who during the past year has been connected with the United States Tire Company's Philadelphia branch. J. C. Weston, western district manager, has moved from San Francisco to Chicago to assume charge of the central district, and C. A. Gilbert has gone from New York to San Francisco to take Mr. Weston's place.

Whipple & Forman Increase Facilities.

Auburn, N. Y., Feb. 26.—Whipple & Forman will enlarge their repair shop in the basement of their store in order to provide larger accommodations for increasing business. They have recently installed electric power lathes, grinders, and air compressor suitable for inflating all types of tires, the latter service being free. Entrance from North street and through the store will make it the most central in Auburn.

The firm has secured the agency for the Flanders for Cayuga county. They are also agents for the Reading Standard line.

HIGH PRESSURE AT H-D FACTORY

All Day and All Night in Most Departments—Some of the Processes That Make the Product Famous.

Milwaukee, Wis., Feb. 24.—Production is progressing under high pressure at the Harley-Davidson plant these days. Some departments are running 24 hours a day, where double shifts can be operated economically and without affecting the standard of workmanship. The entire operating staff now numbers 625 persons, of whom about 560 ore employed in the shops.

Since the beginning of the 1912 season over 1900 machines have been shipped, and at the present time over 50 machines a day are being finished and shipped.

Some cost items in connection with the operation of the plant are highly interesting, particularly to the rider who has little or no conception of the capital required to manufacture motorcycles on a large scale. The present weekly payroll amounts to $8,700. Six hundred dollars per month is the amount required to liquidate the gas bill, and in addition to the output of its own power plant the company is taking $600 worth of electric current monthly to operate its machinery.

Since October 1, 1911, over $18,000 has been expended for new tools and equipment, installed where opportunity presented itself for improving the quality of workmanship. This expenditure represents simply a replacement of old machinery, which was unequal to meeting the higher production and workmanship standards imposed.

On February 26 excavation for the new addition will be started. When this new building is finished it will more than double the capacity of the plant. The new structure will be six stories in height, and, like the last buildings built by the company, will be of absolutely fireproof construction—reinforced concrete and brick. The new structure will have 130 feet frontage on Chestnut street and will extend back 180 feet on 36th street, with a width of 60 feet at all points. New and larger offices, equipped with modern devices, will be located in the new plant. The new building will cost $100,000, exclusive of land and equipment.

Prominent among the new departments installed to facilitate the production of the 1912 models is an extensive pressed steel equipment. The company has adopted pressed steel extensively for making many parts, and now is operating eight presses, the largest of which weighs 16,000 pounds and has a shearing pressure of 100 tons. It will bite through a piece of steel 12 inches in diameter and one inch thick without hesitating. The company heads are very enthusiastic over the manifold advantages

of pressed steel, and voice the opinion that the motorcycle of the future largely will be built of pressed steel parts, which, according to the Harley-Davidson folks, are far stronger and otherwise superior to steel castings or forgings ,because of the absolutely uniform strength of the wall. The metal is cleaner to work, any grade of raw stock can be used with equal facility in handling, and, as all stock is worked cold, the ductility of the metal never changes.

In defense of the seeming over-enthusiasm for pressed steel, it is pointed out that the development of the automobile to its present state, and its economical production on a large scale, chiefly are due to the use of pressed steel extensively in its construction. It is asserted that automobile builders are using it wherever possible because of its advantages over castings and forgings.

However, the use of pressed steel is practicable only in large quantities, it is stated, because of the excessive cost of tools and machines, which must be spread over large production to be a profitable investment. Citing an illustration on this point, the tooling up for the production of the "Free Wheel" control necessitated the making of no less than 52 sets of punches and dies.

Perhaps the chief reason for the enthusiasm of the Harley-Davidson people for pressed steel lies in the fact that both Walter and William Davidson were tool makers before commencing the manufacture of motorcycles, and therefore appreciate the superior qualities of pressed steel work.

Oxy-acetylene welding is another advanced manufacturing art which plays an important part in the building of Harley-Davidson motorcycles. A flame of 6,000 degrees Fahrenheit is used, the acetylene flame being intensified by the forcing into it of an oxygen blast. A short blue flame of about pencil diameter issues from the blowpipe, but its intensity is so great that the operators wear blue goggles to protect the eyes. Incidentally, comparatively few men capable of handling the apparatus are available, and when the equipment was installed it was necessary for the mechanical heads themselves to take charge of the work for some time, until employees could be educated in handling it.

An idea of the terrific heat of the flame may be gained from the statement that it will melt a piece of steel an inch thick like butter on a hot stove. This may seem incredible, but a demonstration is ample proof. One of the most interesting operations performed with the oxy-acetylene flame is in welding seams in pressed steel work. The work is brought to a white heat and then a strip of the purest Swedish steel is fused into the seam just as solder is run. The filling steel runs like water under the terrific heat, and finds its way into every pore of the heated walls of the work, uniting so thoroughly that the joint is entirely eradicated and becomes one mass.

One of the purposes for which acetylene welding is widely used in this plant is for "spotting" work to be brazed. Heretofore brazed work was located by riveting, but with the acetylene flame it is possible to fuse the parts to be united much more quickly and accurately than was possible in the old way. The acetylene process is also used extensively for repairing broken parts of shop tools, where a great saving in time often is possible.

Heat treatment of steel is one of the processes which makes one motorcycle better than another, although the same quality of metal may be used in both. This process is used extensively in the making of the Harley-Davidson. Parts under strain which require to be tough but not brittle, such as cam shafts, pedal cranks and such parts, are heat treated. Heat treating of steel raises its elastic limit or strength enormously.

Some parts, after being heated, are cooled either in oil or water, according to the work which they are to perform. Quenching in water produces a glass-hard surface, but where the work has to have a comparatively hard surface, together with a great toughness, quenching in oil is superior, it leaving the metal so tough as to be almost unbreakable.

In the heat treating department there are 10 electrically controlled furnaces for heating parts. The heat is regulated by pyrometers, so that any desired temperature can be obtained and the oven held at that heat by automatic regulation. Another interesting branch of this is the molten lead bath, in which parts to be heat treated or annealed are immersed until sufficiently hot. With the lead bath, one end of a piece of steel can be heated red hot very quickly, leaving the rest of the piece cold, thus working to great advantage on certain operations.

Throughout the plant are numerous other operations equally interesting. In fact, a trip through a motorcycle factory is a most interesting education in the accurate and scientific handling of metals on a large scale.

H-D New England Branch Entertains.

Danvers, Mass., Feb. 26.—Signalizing the opening of the New England headquarters of the Harley-Davidson Motor Company, of Milwaukee, Wis., Manager W. J. Walker gave an evening of entertainment and a dinner to the city officials and representative business men of the town at the Danvers Club a few evenings ago. E. J. Mueller- general sales agent for the H-D people, was a visitor in town, and was introduced to the assembled guests.

Among the city officials present were the chief of police and the road commissioner, the latter making quite an address on the subject of good roads. It was pleasing to notice the interest taken in the motorcycle by the business men in attendance. Every one of them wore a "booster" tag, and the gathering showed the value of interesting the older heads in the business, for through such men the general cause of motorcycling can be advanced materially.

Manager Walker, who has returned from a trip through Nova Scotia and New Brunswick, says the outlook for trade is very bright in these provinces.

Rick Entertains Buffalo Tradesmen.

Buffalo, N. Y., Feb. 27.—Last evening the Buffalo Cycle Trade Association held its spring meeting at the store of F. F. Rick & Co., 635 Main street, where matters of importace to the trade were discussed. One of these was the "coming back" of the bicycle. After the meeting the members, 42 strong, were the guests of F. F. Rick & Co. at a luncheon at the Cafe Metropole.



BUSINESS MEN OF DANVERS, MASS., GUESTS OF HARLEY-DAVIDSON BRANCH

BUSY TIMES AT THOR FACTORY

Shop Orders Now on Hand Aggregate 5,000 Machines — Automatic Processes That Betray Real Genius.

Aurora, Ill., Feb. 26.—This is the home of the Thor plant, which has played a prominent part in the motorcycle industry since its beginning. To-day the factory buildings cover a city block, and another addition is contemplated. Never in the history of the plant has the demand for Thor motorcycles been so great, and a night shift is being run. At present the working force consists of 1,800 persons, which will be increased as the spring rush becomes more severe.

Shop orders already are on file for 2,500 of the new "5" single and "7" twin, collectively, and for 2,000 of the "4" single. This contemplated output for the season, of course, is quite likely to be revised upward. The present daily production is said to be 20 machines, and it is planned to turn out 50 machines daily after March 1.

Light and roomy quarters for the factory office staff just have been fitted up on the fourth floor of one wing, and the occupants are installing their equipment. The new offices are unusually well favored with light, and are well adapted for clerical work.

Axel Levedahl and William Ottoway are the designers responsible for the Thor machines. Levedahl is the father of practically all of the previous models, but Ottoway designed the new single and twin motors throughout.

New features receive a rigid road test for weakness before they are accepted. As an example of this, the original two-speed hub, which was put on a machine with no housing and sent over thousands of miles of bad roads during the fall and winter, still is doing its work unfailingly.

Oxy-acetylene welding is one of the newer manufacturing methods which has found favor with the Thor engineers. In the past, wherever stampings were used they have been supplanted by stampings, which are welded. This method is in keeping with the aim of the builders to produce a practically indestructible machine, and the unusual longevity of Thor products already is conceded.

It is the boast of the makers that the loop tube of the frame is heavier than that used in any other machine, the answer being that it is not stock tubing, but an extra heavy grade. Naturally, automatic machinery is plentiful, and to watch the intricate mechanisms turning out parts with more than human intelligence is most interesting. Parts are "bit off" the bar stock and finished quickly and methodically, with no attention from an operator. One of the largest operations is the turning of the Thor motorcycle brake hub from a steel bar over three inches thick. The cutting of the teeth on the internal gear disk is another magnetic process.

Through the production of so many parts on automatic machinery—which, by the way, is implied by the corporate name—a fine degree of accuracy is maintained, and assembling is conducted with a minimum discard of non-fitting parts. Probably in no other motorcycle plant is such a quantity of automatic machinery used. Great quantities of stock passing through the shop in various stages of completion indicates that the daily output will take a big jump shortly, provided there are no unforeseen interruptions of schedule to interfere with the plans of the factory management.



RAYMOND SNYDER'S MOTORCYCLE SLED THAT ASTONISHED COLUMBUS CITIZENS

Freeman Doing Great Thor Business.

Chicago, Feb. 26.—This is the way they are selling motorcycles in this city. Last Saturday Ira H. Whipple, the west side agent for Thors, placed deposits with Manager Freeman, of the Michigan avenue Thor branch, for $1,500 worth of machines. Freeman reported 21 sales for the day in his territory, Cook County, and nine applications for machines on partial payments. All applications for time sales are investigated before acceptance.

F. D. Freeman, manager of the Thor branch, claims the honor of inaugurating the first "live" window display on motorcycle row. He has installed a pair of small electric motors against the front and rear tires of a white Thor single, the drive being by friction from the motor pulleys. The object of the demonstration is to show the freedom of the clutch in the "out" position, and this information is conveyed to passers-by by a large cardboard sign. The clutch really is free, too, for after running for hours it shows not the slightest heat to the touch of the hand. The driving side being next the street, the rapidly whirling chain, sprockets and wheels proves a fine magnet for attracting pedestrians.

A Motor Sled of Original Design.

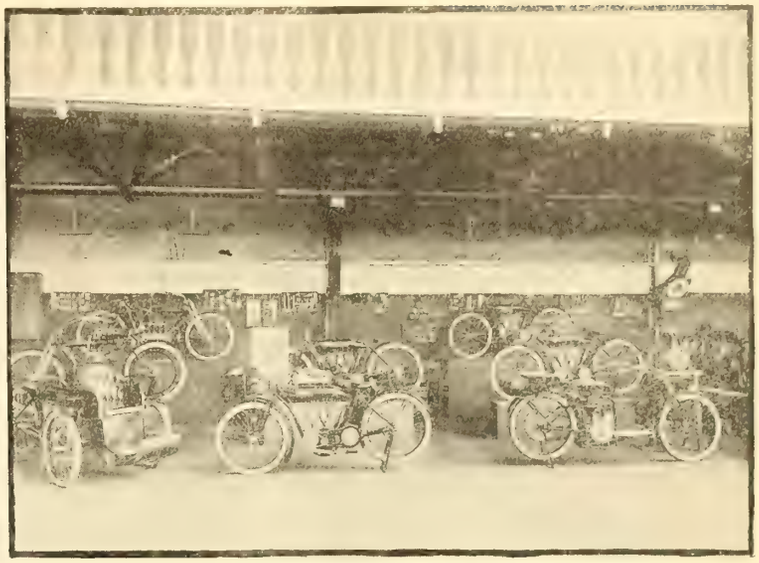
Columbus, Ohio, Feb. 26.—That it does not require good roads and warm weather to enjoy motorcycling has been conclusively proved by Raymond Snyder, the 15-year-old son of W. H. Snyder, proprietor of the American Machine Company, of Columbus, Ohio. During the winter months, when the snow made it impossible to ride his motorcycle, young Snyder conceived the idea of building a motor sled, and that he succeeded is proved by the accompanying illustration.

Taking the motor, the tank and rear wheel from his four horsepower Emblem motorcycle, young Snyder mounted it on a double-sled body of his own design, and the result proved all that the young inventor hoped for, as the sled proved an entirely practicable vehicle and has attained speeds of between 40 and 45 miles an hour on roads around Columbus.

Raymond Snyder, besides being of a practical turn of mind, is a road rider who has attained some distinction despite his tender age. Last summer, in company with three other Columbus riders of twice his age, he started for a tour of the Eastern States. Snyder rode a four horsepower single cylinder Emblem motorcycle, and successfully accomplished a tour embracing some 2,400 miles. Some bad weather was encountered, and although he could barely reach the pedals of his mount it is a matter of record that Snyder finished the long trip with a great many less falls than any of his companions. He has also ridden in races on the track, and is now coaxing his father to allow him to start in the proposed 2,000 miles National Tour next summer, if that project materializes.



DECORATED STORE OF A. H. PATTERSON, 1080 BEDFORD AVENUE



PATTERSON'S EXHIBIT AT BROOKLYN AUTOMOBILE SHOW

How a live motorcycle dealer took advantage of the Brooklyn show to boom his business and boom things in cycling generally

Norma Co. Sues Bretz for Infringement.

Suit has been instituted by the Norma Company of America in the United States Court for the Southern District of New York against the J. S. Bretz Company for alleged infringement of patent of certain ball bearings invented by one Ernst Gustav Hoffman, of Germany. The patents in dispute are Nos. 744,427, issued to Ernst G. Hoffman on November 8, 1904, and 796,648, issued to Carl A. Hirth on August 8, 1905, and the trademark No. 43,038, issued to Hoffman on July 19, 1904.

Hirth subsequently transferred his patent to Hoffman, and shortly after the assignment Hoffman died. His heirs transferred the patent rights to the Norma Compagnie, a limited corporation of Canstatt, Wurttemburg, especially organized for exploiting the Norma ball bearings covered by the patents above mentioned.

In due time the German company opened an American branch under the name of the Norma Company of America, but this company found the field here occupied by the ball bearings manufactured by Fichtel & Sachs of Schweinfurt, Germany, and by the Merkur Mfg. Co., which manufactures, it is alleged, are "substantial copies" of the ball bearings invented by Hoffman and patented by him. It also found, or claims to have found that the word Norma, as applied to "ball bearings, balls and machine parts in which they are used," and as such protected by German and American trademarks, is "illegally used by the defendant company."

On these grounds, the Norma Company of America asks damages and an accounting of the profits made by the J. S. Bretz Company, through the sale of the alleged infringing ball bearings; it furthermore asks for an injunction and for the turning over of all alleged infringing ball bearings in possession of the agents, employees, etc., of the Bretz company, to the complainant, or for their destruction by order of the court. The complaint is signed by W. M. Nones, as secretary and treasurer of the Norma Company of America.

The Bretz company has not yet filed its answer, but it is known that it will enter a vigorous denial and defense and fight the case to the limit.

Patterson Believes in Letting People Know.

Occupying one of the two largest spaces in the Brooklyn automobile show, held during the week just closed, the exhibit of A. H. Patterson, a progressive dealer of that city, added materially to the prestige established by him last year when, as in the present instance, his was the exclusive motorcycle display at the show.

In addition to full lines, including every 1912 model of the Indian, the Pierce and New Era motorcycles, Patterson showed a comprehensive variety of motorcycle supplies and accessories. Although, strictly speaking, not motorcycle exhibits, two trade publications, The Bicycling World and Motorcycling Review and "Motorcycle Illustrated," occupied booths in Patterson's stand.

Indian Testers Have a Dinner.

With the object of making it an annual affair, the testing department of the Hendee Mfg. Co., of Springfield, Mass., held its first dinner February 17 at the Highland Hotel, in that city. Charles H. Arens acted as toastmaster, and others in attendance were E. B. Mayforth, Robert Johnson, Robert Kibbe, Joseph Doyton, Jean Iverson, John McNeil and James Carrie. Joseph Baribeau, of Toronto, who was present, gave a short talk on motorcycling in Canada. He is the holder of the 100-mile record for a dirt track, his time of 1:40:14⅗ having been made on a one-mile course. The story of the motorcycle in England and Scotland was told by Mr. McNeil, who also gave some piano and song selections.

Surre Says Business Was Never Better.

W. J. Surre, sales manager for the Continental Rubber Works, Erie, Pa., was in New York on Wednesday of this week on his way to the Boston automobile show, which opens on March 2 at the Mechanics' Building, in that city. He says that the Continental-Erie motorcycle tires are meeting with great favor among tradesmen and riders, and that the output of bicycle tires by his company is above the average for this season of the year.

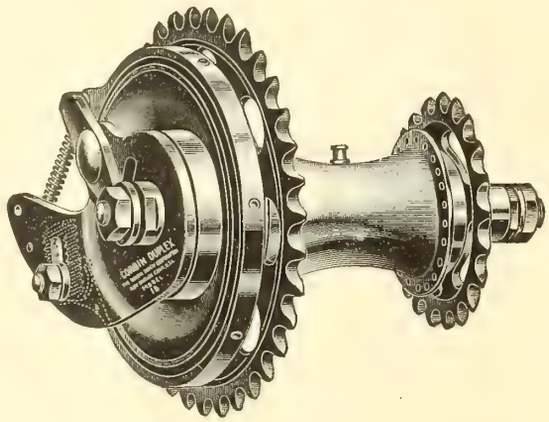
Mr. Surre is treasurer of the Cycle Parts and Accessories Association, and heads the committee of arrangements, with President L. M. Wainwright, of the Diamond Chain Company, of Indianapolis, and Vice-President David S. Smith, of the Standard Company, Torrington, Conn., that is making preparations for the annual summer convention of the association at Detroit, August 6 to 9. The committee is actively engaged in securing headquarters and arranging hotel accommodations for members, and will soon submit its programme for their consideration.

Progress of the Coaster Brake Case.

Judge Hazel, in the United States Court at Buffalo, reserved decision after hearing arguments in the coaster brake indictments, on February 19, in which attorneys for the defence made a strong plea in abatement, urging that the grand jury that formulated the indictments was without jurisdiction, its term of service having expired with the year, when the U. S. Circuit Court was merged with the U. S. District Court at the end of the year.

Following a decision by Judge Hazel, demurrers to the indictment will be filed. Judge Hazel will be in New York City during the time set for the March term, and has asked Judge Haugh to preside. This fact will preclude the case coming to trial in March, it is said.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 2, 1912.

Olympic Fund Rises Phoenix-Like.

The fund to provide for the expenses of a team of representative American bicycle riders to compete in the games of the Fifth Olympiad, in Sweden, in July, now appears to have become established on a firm foundation. During the week just closed, under the new regime, there has been subscribed a larger amount than in four months previous.

The jobbers are responding nobly to the call—the direct result of having had the proposition put before them in a brief, business-like manner, explaining concisely the benefits to be derived by the trade.

The appeal to the jobbers was published in full in the news columns of this publication in the issue of February 24. Extracts from the replies of some of them as published elsewhere in this issue, point conclusively to the verdict of that department of the wholesale side of the industry which is nearest the consumer.

Some of the bicycle and tire manufacturers also have taken up the question, a maker of tires having world-wide reputation, enters the list this week with a subscription of $100—the second of that amount received to date. Those of the others who have responded are more modest; but all in the same spirit—for the mutual good of the industry and sport.

But there still are missing from the list many names that should be there. The riders, all of whom, if the team is financed, will have the opportunity to participate in an event for which other athletes strive for years, are, with very few exceptions, woefully lacking on the subscription list.

Let every one show his loyalty to his sport, his patriotism to his country, it matters not if the contribution be small, all in the aggregate will assist greatly in the sending of the team. Furthermore, the encouragement and assurance to those of the trade that their efforts are not in vain—that the rider will recognize his opportunity, is not the least of the direct beneficial results that surely will redound credit to the rider as a class.

Clubs have responded, it is true, to a considerable extent, but there yet are many of these who possibly have not fully realized the fruitful field this proposition offers them. Their allegiance to the sport and duties as oarganizations, having the welfare of that sport for their prime object, are, if possible, more apparent than those of the rider.

There is yet another class, the dealers, among whom there are hundreds who, after considering the matter from a business point of view, as presented in the replies of the jobbers, well can deny the commercial advantages within their grasp. A number of the jobbers, through their salesmen, are talking Olympic Bicycle Team to their trade. Will these opportunities for the further advancement of an undoubtedly reviving business be allowed to lapse? Let all give their support according to his means.

Good Chance to Boom the Sport.

There will be an opportunity to demonstrate to the assembled trade at Detroit, in August, the fact that the sport of racing—on bicycles as well as motorcycles—has a strong hold on public favor.

The annual summer convention of the Cycle Parts and Accessories Association will be held at the City of the Straits, August 6-9, and the bi-monthly meeting of the Motorcycle Manufacturers' Association will, in all probability, be held at the same time and place. What would be more fitting to grace the occasion, as one of the forms of entertainment offered, than a first-class program of competitive events, in which all of the crack riders of the country would find it to their advantage to compete?

There should certainly be enough local enthusiasm in Detroit to inaugurate the movement. Some years ago, bicycle racing had a hold in that city that gave it a reputation far and wide, and of later years motorcycle contests have been held with frequency. The city is the great center of the automobile industry, but it has never been noted for manifesting the racing spirit on its home tracks.

Motorcycle and bicycle racing presents an exciting form of sport far less dangerous to life and limb than automobile contests, and interests more people. The best of the motorcycle racing contingent could undoubtedly be secured for an August meeting, and the crack bicycle riders will be mostly in the East at that season of the year, following the National Circuit.

The dates will also be opportune for securing the talent, as they will shortly follow those of the National Assembly of the F. A. M., and will uprecede the running of the World's Bicycle Chimpionships, at Newark, N. J., August 25-28 and September 1. There would also be a strong likelihood of securing for the races the best of the foreign racing cyclists, who are coming for the championships, and the whole program could be made thoroughly representative in character.

There is no question but that a joint program of motorcycle and bicycle racing such as is outlined above would be stimulating to public interest in the products of the industry, and receive wide and marked attention by the press. At the present time Detroit has no modern track upon which to run events of this character, but a well known track builder has the projection of a motorcycle track in mind for that city, and the proposed meet may be the means of bringing about the desired end.

At any rate the suggestion for a race meet is worth the consideration of the live men interested in booming their business, and will round out a program of entertainment with a function that will be appreciated by all.



March 4-11, Denver, Colo.—Motorcycle, motorcycle accessories and automobile show in Auditorium.

March 16, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 5, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

August 6 to 9, Detroit, Mich.—Annual summer convention of the Cycle Parts and Accessories Association. Committee of Arrangements: W. J. Surre, chairman; David S. Smith, L. M. Wainwright.

April 10, Buffalo, N. Y.—Spring meeting of the Motorcycle Manufacturers' Association, Hotel Statler.

April 13, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 14, Brooklyn, N. Y.—Atlas Bicycle Club first annual spring century run, open, Start from Prospect Park Plaza.

April 21, New York City—New England Wheelmen 15 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

April 26, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 28, New York City—Eastern Division, Century Road Club Association annual spring century run, open. Start from Columbus Circle.

May 5, Brooklyn, N. Y.—Invincible Motorcycle Club annual combined single and double century run—three classes, private Southampton and return. Rain date, May Start from Bedford Rest, to Patchogue and owner, trade rider, and professional, open. 12th.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open . Rain date, one week later, May 12.

May 30, Long Branch, N. J.—Annual race meet of the Long Branch Cycle Club. Francis E. Miller, secretary, 554 Broadway, Long Branch, N. J.

May 30, Asbury Park, N. J.—25-mile annual handicap road race, Monmouth Cycle Club.

May 30, Celtic Park, Long Island City—Start and finish of 200-mile elimination for qualified candidates for final team selection for 200-mile Olympic Bicycle Race, under auspices of Irish American Athletic Club.

June 16, New York City—Century Road Club of America, New York State Dicision, 50 miles handicap road race, Floral Park, L. I. Rain date, June 23.

July 4, New York City—15-mile handicap road race, Pelham Parkway, open, Eastern Division, Century Road Club Association. Rain date, July 7.

July 7, Stockholm , Sweden—Olympic games under the auspices of the Swedish Olympic Committee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City. United States entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

August 25-28-September 1, Newark, N. J.—World's Bicycle Championships, Newark Velodrome.

September 8, New York City—100-mile record run; start and finish, Floral Park, L. I.; Eastern Division Century Road Club. Rain date, September 15.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I. Rain date, September 29.

Tough Winter Riding in Illinois.

Five members of the club took a winter ride to Elgin last Sunday. One of the riders, who did not fancy the snowdrifts which were encountered, made a detour through cornfields and ploughed ground. He broke a pedal, bent an exhaust pipe and lost seven spokes.—Joliet (Ill.) News.

Tacoma Has a New Speed Ordinance.

Tacoma, Wash., Feb. 24.—After considerable discussion and worry upon the part of Tacoma's city officiels, they have issued a new motor vehicle ordinance. Local motorcyclists are therefore putting in all their leisure time in studying the speed laws and other features. They are now prohibited from riding faster than 20 miles an hour, and the chief of police has issued instructions to his motorcycle police to hereafter keep a close tab on motorcyclists in the "City of Destiny."

Any person violating any provision of the ordinance shall be deemed guilty of a misdemeanor and, upon conviction thereof, will be fined in any sum not exceeding $100 or be imprisoned in the city jail for a period not exceeding 30 days.

The State Highways of Colorado.

There has just been issued by the good roads department of the Chamber of Commerce of Denver a map showing the State highways of Colorado. This great commonwealth of the Rocky Mountain section is doing wonderful work in road building, and the new map, which is of convenient size and folded in proper form for carrying, has the latest improvements properly classified. There is also a fund of information valuable to tourists printed on the reverse side of the map, and it is well illustrated with photographs of the State's splendid scenery. These maps can be secured by sending 10 cents to Dr. F. L. Bartlett, commissioner of good roads department, Chamber of Commerce, Denver, Colo.

Roberts Presented With a Thor "Twin."

Chicago, Feb. 26.—H. "Troxel" Roberts, familiarly known as "Heinie," has been signally honored by his former employer, the Aurora Automatic Machinery Company, the recognition taking the form of a presentation of a handsome white Thor seven horsepower twin, as an appreciation of his work as sales manager, and also of the numerous features of the new model which were suggested by him during his connection with the company. Director Simon Florsheim made the presentation in behalf of the company. Roberts is now sales manager of the Troxel Mfg. Co., Elyria, Ohio, maker of Troxel saddles.

Bremer Now Traveling for Yale Factory.

Milwaukee, Wis., Feb. 26.—F. E. Bremer, agent for Merkel and Yale motorcycles, has disposed of his business and joined the Yale factory staff as a traveler in the Southern territory. The Milwaukee Cycle Supply and Sales Company, a new concern in the local trade, took over the Bremer store, at Seventh street and North avenue, together with the direct local representation for the Merkel. C. D. Bremer, a brother of F. E., who has operated a sub-agency at 538 Muskegon avenue, now handles the Yale direct and contiuues as a sub-agent for the Merkel.

TRADE AT BALTIMORE SHOW

Exhibitors Report Excellent Business—Motorcyclists Have Special Night—Talk of Separate Show Next Year.

Baltimore, Feb. 26.—The success of the motorcycle show here proved extremely gratifying to the five dealers who had exhibits. Greatly encouraged over the reception accorded them they are already talking of a show all to themselves next year. There is a rumor that there will be an aeroplane show here some time during 1913, and the motorcycle men believe that they would accomplish more by joining the craft of the air than by being aligned with automobiles.

One bad feature of the show was the arrangement by which the dealers were separated. This tended to mar their showing somewhat, but even with that against them they put up a fine front and their booths were a constant center of attraction.

The five dealers reported sales of over 50 machines during the show and double that amount of promises. The Milford sidecar, exhibited by Howard A. French & Co., created a good deal of attention. French also displayed an Iver Johnson, the first seen in this section. He did this as a courtesy to the traveling representative, there being no agent for the machine in this city. French's display of Indians brought forth a great deal of praise. Little Joe Wiesenfeld did well with the Yale and could have sold a number of Thors had the factory sent him the latest model. F. W. Sandruck made a fine showing with the Excelsior, Emblem and Merkel and was kept constantly busy giving demonstrations. The Randall Manufacturing Company, with the Reading-Standard and the Pope, had a fine week and its exhibit drew quite a crowd of visitors. The Chase Motor Company was kept busy showing the Harley-Davidson, and during the show three machines were sold to the Park Board.

Friday night was turned over to the motorcyclists and they took complete possession of the big armory. There were visitors from all over the State and nothing was discussed but motorcycles and touring. A circular tag, made of yellow cardboard and bearing on one side the emblem of the Maryland Motorcycle Club and on the other an inscription booming motorcycling, the club and the F. A. M., was found on the lapels of every man in the place. This unique advertising scheme was conceived by William Wood, the Maryland F. A. M. commissioner, and treasurer of the club.

Real Motorcycle Show at Columbus.

Columbus, Ohio, Feb. 27.—The show committee of the Columbus Motorcycle Club has certainly "put one over" on the Columbus Automobile Club. A few weeks ago the automobile people assigned the second floor of the old government building for the show quarters of the motorcycle dealers. Almost immediately the offer was withdrawn, as more space was taken by the auto dealers than had been though possible. Nothing daunted by the announcement, the motorcycle committee burned up several gallons of "midnight oil" and decided to hold a show of their own next to that of the automobile club. The new show will last from March 2 to 9, at 37 and 39 East Chestnut street. The interior of the building will be handsomely decorated, and the committee promises a surprise for local motorcycle fans. Six local dealers have already reserved a large amount of space, and the show's success is assured.

An Exceptional Window Disylay.

Toledo, Feb. 27.—Probably one of the most striking educational window displays ever attempted by a motorcycle dealer now is on show at the store of the Oberwegner Motor Company, of this city, which is the distributor for the Excelsior in 20 counties. The scheme has been used effectively in the automobile industry, but so far as known this is its first application to motorcycle selling. It is what is known as the "ribbon system" of parts indication, and consists in running ribbons from the various components of a machine to signs giving the names of the respective units. The Oberwegners, however, have elaborated on and added a bit of originality to the plan by arranging on a glass tray large cardboard letters spelling the word "Excelsior," writing on each letter the names of certain parts, and leading a ribbon from the part to its monicker. The effect is distinctly novel, and as an eye-catcher it is most certainly a winner.

TORONTO'S BEST SHOW CLOSES

Emblem a Late Arrival, But Makes Sensation — Haverford and Russell-Hewlett Bring Total Exhibits to 14.

Toronto, Feb. 29.—The unexpected arrival of three makes of motorcycles swelled the list of motorcycle exhibits at the Toronto motor show, which closed last evening, to 14, the late comers being the Emblem, which is a new line for this city; the Haverford and the Russell-Hulett, the latter being the very latest thing on the market in Canada.

With the arrival of four big handsome Emblem mounts, the announcement was made that Hyslop Bros., Ltd., the Cadillac motor car agents here, would handle the Emblem, and the combination of events occasion quite a stir in local trade circles. President W. G. Schack, of the Emblem Mfg. Co., of Angola, N. Y., was in attendance at the exhibit, accompanied by L. S. Taylor, the Emblem racing man, who went from the factory to demonstrate the new models.

Alex McLean, the Haverford agent, was in charge of the Philadelphia flyer. The Russell-Hulett model was the only one of its kind in existence, but the makers, who are local men, are undertaking to establish a plant for the manufacture of the new machine. Naturally, every rider in the city went carefully over the machine, and much favorable comment was heard.

Five dealers displayed cut-away engines or parts, the quintet being the Indian, Harley-Davidson, Pierce, Flanders and Rudge-Whitworth. M. E. Amos, the Flanders agent, claimed the first sale at the show.

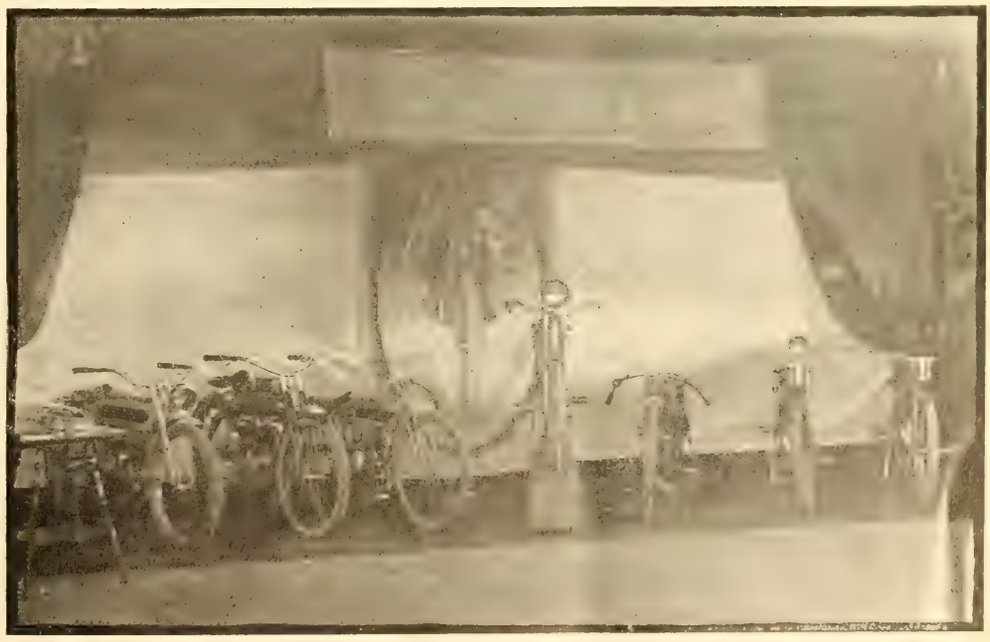


EXHIBIT OF F. W. SANDRUCK AT THE BALTIMORE MOTORCYCLE SHOW
This was claimed to be the largest display made, and embraced the Excelsior, Merkel and Emblem lines. Eight models in all were shown

NEWS FROM THE WORLD'S METROPOLIS

Motorcyclists for the English Army — Classifying Monocars and Duocars for Competition — Interest Strong for Tourist Trophy — Rough Actions of Racing Motorcyclists Are Severely Condemned by Public.

London, Feb. 23.—For some considerable time the War Office has had a scheme under consideration for the formation of a body of about 2,000 motorcyclists to be attached to the different military units at home for the purposes of despatch carrying, etc., but the official details have not yet made their appearance. For the past three or four years the War Office has engaged small numbers of motorcyclists for service at the annual manuevers, and this scheme is apparently prompted by the excellent service these fellows have rendered.

Monocars and Duocars in Competition.

A type of vehicle coming half way between a motorcycle and a motor car, monocars and duocars have not up to the present been admitted to either car or motorcycle competitions. As this type of vehicle is considerably on the increase, pressure has been brought to bear on the A. C. U. to take the matter up. Consequently it has been decided to ask the R. A. C., under whose control they really come, as these machines are legally cars, to allow the A. C. U. to take over the control of this type of machine, and I understand this consent will in all probability be forthcoming. I believe there is a good future for these machines, which are inexpensive, fast, and appeal to a class of motorcyclists who requires a little more comfort and stability.

The A. C. U. Spring Trial in March.

As one of the few events to which the trade has promised its support, great interest attaches to this event to be held on March 2. All the crack riders will be seen on the road, and a very large entry is assured. Two 7-horsepower Indians with sidecars are already entered, and will be piloted by O. C. Godfrey and B. Alan Hill, respectively, and has left the Rudge-Whitworth company to take up a position as sales manager to "Billy" Wells, of the Hendee Mfg. Co.

Interest Rampant in T. T. Races.

Entries for the Tourist Trophy Races are coming in at a very satisfactory rate, and at the moment 20 machines have been entered for the Senior Race and 10 for the Junior Race. It really seems that these contests will be supported better than ever before, although most of the British manufacturers have signed a bond not to compete on account of the expense. However, plenty of amateur support is promised, and the success of the races is assured. In addition, the races should this year be of a more international character than hitherto, it is understood that Germany, France, Austria, Switzerland and America will all have representative machines competing, besides the leading English makes. Why is it always left to the Indian to keep the Stars and Stripes flying?

As an example of the keenness of the average rider here, I may mention that the Sutton Coldfield A. C. (Birmingham) is running an open one-day reliability trial on Saturday, and no fewer than 115 riders have entered.

French Hill Climb for Motorcyclists.

The A. C. C. de France is promoting another open hill climb on February 25, at Coulimmiers, near Paris, over a two-mile course. The gradient is not more than 1 in 10 at the worst point, so that the event will practically resolve itself into a speed contest on the flat. Encouraged by their success eight weeks ago, a large number of the English cracks intend making the trip, including Arthur Moorhouse and Godfrey, and I sincerely hope they will even better their previous performances at Gometz-la Chapelle, when they swept the board.

DeRosier to Pay Another Visit.

Charlie Collier says that there is every possibility of Jake DeRosier coming over for the Tourist Trophy Race. He will, moreover, ride a Matchless. It only remains for the details of the trip to be arranged. As regards Collier's visit to America, he says he has every intention of going some time in August, provided satisfactory terms can be arranged.

"Hooliganism" of Racing Motorcyclists.

There is a certain set of motorcyclists going about here who seem to make themselves as objectionable as it is possible to imagine, not, of course, without reflecting much discredit upon the sport and pastime generally. It is to be hoped a similar class does not assemble at American gatherings, and when the rowdy element makes its appearance, that the F. A. M. will nip matters in the bud. For the past two or three seasons a certain section of those who habitually take part in competitions have made themselves most pronounced, and so wild have the ringleaders become that all attempts on the part of the A. C. U. to check their misdoings have so far been without result. Tearing up furniture, breaking all portable fittings and bar smashing is their main objective, and these wild doings are bringing motorcycling clubs here and our sport into general disrepute. As a matter of fact, the A. C. U. only obtained permission for its races in the I. O. M. this year "by the skin of its teeth," owing to the general disturbances which were created by a section of the riders last year, and there was a good deal of opposition put forward when the question of the race came forward for consideration in the House of Keys. Although several of the riders have already been "on the carpet" before the A. C. U., things are worse than ever, and the latest I hear of is the "turning up," as the "knuts" call it, of a country hotel near the metropolis. The proprietor is to take criminal proceedings.

Thorns of Winter Motorcycling.

Speaking of the average keenness of motorcyclists here, who use their machines all the year round, the remarks of a certain rider who essayed a ride during a snowstorm, are interesting. He says: "As I proceeded, icicles began to form on my clothing and the machine and I had in several places to negotiate patches covered to a considerable depth in snow. I found a tree blown down right across the road and the trees were swaying dreadfully in the howling wind. Suddenly the engine started to race, due to ice having formed in the belt rim, and which had to be removed with a screw driver. By the time this was accomplished the carbureter had frozen, and I could not restart and finished up with a push of two miles. In addition both tires were punctured by thorns from the hedgerows." "Poor feller."

The Prohibited Cut-out.

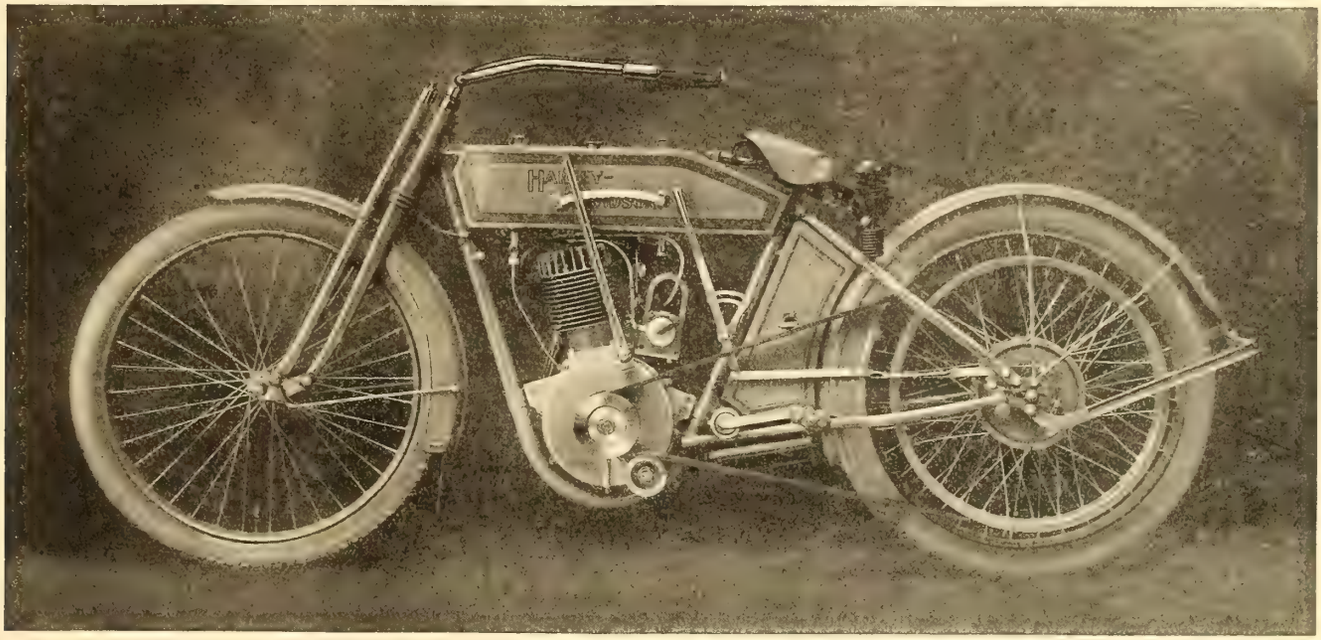
The Local Government Board has issued its edict against the cut-out, and motorcyclists are congratulating themselves that it does not extend to them. The order, referring to the user of a motor vehicle, reads as follows: "He shall not use any cut-out, fitting, or other apparatus or device, which will allow the exhaust gases from the engine of the motor car to escape into the atmosphere without first passing through a silencer, expansion chamber or other contrivance, suitable and sufficient for reducing as far as may reasonably be practicable the noise which would otherwise be caused by the escape of gases.

"Provided, that this regulation shall apply only to a motor car propelled by an internal combustion engine, and shall not extend to motorcycles."

Good for Hamilton's Progressive Chief.

Hamilton, Ont., Feb. 26.—If the recommendation of Fire Chief Ten Eyck, of the Hamilton Fire Department, goes through, that city will be the first place in Canada to adopt the motorcycle as an equipment for a brigade. The machines are being put to a test before their final acceptance. They will be used by special men to reach the scene of a conflagration quickly.

269 Per Cent. Increase



FROM the standpoint of orders, the week ending February 17th was the largest we ever had. Compared with the same week last year the orders showed an increase of 269 per cent.

Nothing slow about that, is there?

At all times our order files and shipping records are open to interested dealers for inspection.

Harley-Davidson Motor Co.

Milwaukee **Wisconsin**

Latest F.A.M and Club News.



ESTABROOK'S WEEKLY BULLETIN

Activity in Club Organization Work Strong in Evidence—New Publicity Plan is Being Formulated.

Three new clubs have joined the F. A. M. since the last bulletin of the membership committee was issued, a week ago. They are:

No. 222—Enid (Oklahoma) Motorcycle Club; J. A. Olinger, secretary, 209 West Rand street; 26 members—100 per cent.

No. 223—Boise (Idaho) Motorcyvle Club; G. A. Hill, secretary, box 593; 20 members.

No. 224—Butte (Montana) Motorcycle Club; J. E. Seaker, secretary, 610 East Platinum street; 17 members—100 per cent.

Prospective club organizers report clubs in process of formation as follows: Roy Hanson, 37 Pennsylvania avenue, Warren Pa.; H. B. Child, 214 Stewart street, Reno, Nev.; Earl J. Roberts, box 518, Lawton, Okla.; Frank A. Wahl, Spring and Summit avenues, Summit, N. J.

Reaffiliation—No. 55—Rockford (Illinois) Motorcycle Club; Clarence Carratt, secretary, 2107 Sixteenth street; 34 members—100 per cent.

It is an encouraging sign of the times to note that the old Queen City Motorcycle Club, of Cincinnati, F. A. M. No. 13, recently held a rousing reorganization meeting at which enthusiasm run high, being described as the liveliest meeting in which the members had ever participated. Fifty members signed the club roster at this meeting, and there are good prospects for increasing this number presently. The club will shortly vote on reaffiliation on the 100 per cent. basis.

Attleboro, Mass., has organized the Attleboro Motorcycle Club, with the following officers: President, Herbert James; vicedent, Ira Cook; secretary, Charles H. Christ. The charter will be held open until March 8, at which time F. A. M. affiliation will be considered.

Hart A. Dickason, proprietor of F. A. M. registered shop No. 459, is one of the active workers responsible for a new motorcycle club just organized in Elvira, Ohio. The club starts in with 17 members, all of whom are boosting for a membership of 50 before joining the F. A. M. on the 100 per cent. basis. It looks as though a couple of the chairman's prize headlights might as well be tagged for this club.

The chairman of the membership committee is preparing personal letters to the secretaries of all F. A. M. clubs in the interest of an F. A. M. publicity scheme which should interest all club members, as well as other members and riders generally. The chairman hopes the contribution of the matter requested may be forthcoming in due course of time, and realizes that in some cases there will necessarily be a delay of several weeks. This will be all right—one week or four months, so long as it eventually comes to hand.

Registered shop certificates total 561, ten new ones having been added last week, as follows:

Michael Curnow, 205 South Montana street, Butte, Montana; G. H. Tompkins, 327 North Broad street, Richmond, Va.; Victor R. Stenger, 111 South Tenth street, Nebraska City, Neb.; Jacob Petska, 2514 West Jackson Boulevard, Chicago; P. M. Bailey, 919 Tacoma avenue, Tacoma, Wash.; Progress Auto Co., 1736 Richmond Terrace, West New Brighton, N. Y.; A. C. Shaw, 414 Commercial street, Emporia, Kan.; Gene Johnson, 469 North Beach street, Daytona, Fla.; J. E. Sayre & Co., 331 Ohio street, Terre Haute, Ind.; E. F. Horn, Sixth avenue and Superior street, Antigo, Wis.

Club Activity in Oregon's Metropolis.

Portland, Ore., Feb. 24.—At the monthly meeting of the Portland Motorcycle Club, held last week, is was decided to move on March 1 to larger quarters. Dean & Abbott, State agents for the Merkel, tendered with their compliments the use of the basement of their new and commodious store at Fourth and Salmon streets. The club has doubled in membership in the last four weeks and a larger meeting place became necessary.

In view of the great saving in rent, the club will reduce the dues from $1 per month, the present rate, to 50 cents, and will plan to have a dinner at the end of the Sunday and holiday runs during the summer season.

The project of building a motordrome in Portland was also discussed at the meeting, and estimates of costs were submitted. The movement seems to have taken a deep hold on the members.

WHAT IS A COMMISSIONER?

Chairman Estabrook, of the Membership Committee, Explains Duties in a Comprehensive Manner.

During the past three years numerous requests have received at the office of Chairman Estabrook, of the membership committee, requesting an official expression on the duties of a commissioner. The chairman has felt that he should give these requests the attention they deserve, and in the absence of more authoritative ruling has usually submitted something like the following:

"A commissioner is our official local representative, having charge of membership and other local F. A. M. interests in his territory, excepting control over competitive events. These are directly under the competition committee or such officer or member as may be delegated to act for the committee. In the interest of local members and the Federation, the commissioner should endeavor to prevent irregularities in local competitive events and to report all such to the State Commissioner."

"The duties of the commissioner consist in part as follows:

"(a) Assisting the State Commissioner in increasing the membership.

"(b) Developing ways and means of increasing the popularity of the sport and pastime locally.

"(c) Organizing local motorcyclists into fraternal clubs to the end that local motorcycling interests can be the more intelligently and efficiently conserved or advanced.

"(d) Further advancing the work of the organization in cities through appointing and training ward assistants or commissioners.

"(e) Assisting the State Commissioner in further carrying out his State or local policy.

"(f) Doing anything further in the interests of the F. A. M. and the local membership of which is the official head which his judgment may dictate, so long as it does not conflict with established F. A. M. rules."

The F. A. M. by-laws state that the vice-presidents shall appoint in each State

represented by their membership a State official, who shall be termed State Commissioner.

Such district by-laws as the at hand read thus: "The State commissioners shall have general oversight of affairs in their respective States, and to assist them may appoint a State secretary and also local commissioners, wherever it may be deemed advisable."

Now this is, in reality, what we have to work on, and it reasons out to Chairman Estabrook in this wise: Matters of State policy are left entirely to the State commissioners to think out and carry out according to their views or inclination, so long as they do not conflict with the district or National by-laws.

With this much settled, and with a copy of the by-laws referred to, the State Commissioner should feel at liberty to go ahead and make his own policy, and carry it out according to his own ideas. Of course, the newly appointed commissioner can further avail himself of the advantages to be gained through correspondence with the vice-president, National secretary, chairmen of the several committees and other State commissioners.

It is hoped that the above definition will be clear to all who have been in doubt about a commissioner's functions.

Information relative to stationery, printing or other expenses should be obtained through the vice-president or National secretary. The chairman of the membership committee is mailing to commissioners a circular covering suggestions relative to local F. A. M. work.

The Motorcycle for Traveling Salesmen.

Secretary M. M. Huyett, of the Central District of the F. A. M., who is located at Salina, Kan., has something of more than passing interest to say of the use of the motorcycle for commercial travelers. Here it is, in his own words, in a letter to this journal:

"Having been a traveling man for the past 21 years, I have always had the pleasure (?) until three years ago of riding on the "cushions" in making my trips. Since then it has been my real pleasure to ride on a motorcycle instead. I ride my "motored bike" some 1,500 miles per month in making my territory, and annually get in about nine months of steady riding, both for profit as well as for the pleasure I derive from same. I am very much pleased with my mode of transportation, and fully anticipate continuing this method as long as I remain on the road.

"To those who have thought of this method of traveling, I will say if they are at all enthusiasts of the sport, just try it and you will likely continue, as I have done. I cover a great deal of Kansas, and while the roads are not always as good as I would like to see them, I note a vast improvement over what they were three years ago, and give credit to the general 'good roads movement' for this improvement, and hope it will continue.

"In my travels I meet a great many riders, and I always talk F. A. M. to them and advocate the formation of local clubs. You may note that the advancement in this respect has been very gratifying in this section and I think 1912 will be much greater.

"Everywhere I go I hear of new riders, and look for this to be the greatest year we have ever had in the point of new machines, which, of course, means new riders.

"We all anticipate a grand time in making the Kansas Short-Grass tour to Colorado this year, and while the tours of 1910 and 1911 were of no small magnitude, this year will be much longer in mileage, as well as a great many more riders."

Hardy Springfielders Enjoy Winter Run.

Springfield, Mass., Feb. 26.—Some enthusiastic riders of the Springfield Motorcycle Club indulged in a country run on February 17. The route taken was the Boston road to Brookfield, where dinner was eaten. The midday sun thawed the road surface so that the return trip was a continuous splash for 32 miles.

At one place a smoothly coated pond offered a temptation and Charlie Spooner, the Indian tester, went out on the ice for a trial. There was enough snow to give the wheels a good hold, and, finding a smooth ridge where the ice had pinched, Spencer tried some motorcycle jumping. Rushing the ridge at a speed of about 30 miles an hour, his wheel was shot between two and three feet into the air, but he always succeeded in landing straight on his wheels without accident.

Among the riders were Sales Manager F. J. Weschler, of the Hendee Mfg. Co.; Superintendent Ellingham, Messrs. Cross, McNaugton and O'Brien, of the office force, and Dr. Brackett, Messrs. Kothe, Mason and Caroll. Notwithstanding the moist experience of the afternoon, the run was voted an entire success.

Big Racing Season Planned for Dubuque.

Dubuque, Iowa, Feb. 26.—Plans were formulated at the annual meeting of the Motorcycle Club of Dubuque, held February 22, for an extensive race meet schedule for 1912. Great interest in motorcycling was aroused in Dubuque by the series of successful races held here last year, and the outlook is excellent for even greater interest this season. The first races of the year will be held at Nutwood Park on Memorial Day. The club is in correspondence with a number of the best professional riders in the East, and is expecting to secure some of them for that day, and also for the other meets which will be held later on in the summer.

Following the business meeting of the club on February 22, an elaborate banquet was served and several enthusiastic speeches were made by officers and members.

Motorcyclists Elect at Colorado Springs.

Colorado Springs, Col., Feb. 24.—At the annual election of the Colorado Springs Motorcycle Club, held February 13, most of the old officials retired and their places were filled by the following: President, Orin C. Lewis; vice-president, U. S. Emmick, treasurer; M. G. Schif (re-elected); secretary, U. S. Johnson; captain, H. W. Clark; lieutenant, Freeman W. Weatherby; directors, C. A. Penny and Matthew Kraus

A new rate schedule was adopted, dues being payable semi-annually, and each member getting five new members is allowed the last half-year's dues free. The meeting place heretofore has been in a motorcycle shop, but meetings and runs will be conducted in the future from the rear of 1013 North Wahsatch avenue, where an appropriate building has been fitted up. The club has had three very enjoyable and well attended runs since the first of the year, and is planning another to Palmer Lake for an early date, to be followed by others to various points.



COLORADO SPRINGS MOTORCYCLE CLUB ON A PICTURESQUE RUN

New Headquarters of H-D Motorcycle Club.

Philadelphia, Feb. 28.—A big success in every way is the way to express the result of the benefit arranged by the Harley-Davidson Motorcycle Club, as it netted the club a nice nest-egg, and more than enough to furnish the club house at 1308 Cumberland street. Extensive alterations are being completed in the building so as to thoroughly modernize it, and these alterations will include an asphalted runway to the cellar for motorcycles. Several rooms will be fitted up for the use of traveling tourists who pass through the city. The improvements include hot and cold baths.

In Alex Klein, the popular captain of the club, the organization has a hustler of the first order. He is the Harley-Davidson agent for Philadelphia, and one of the best known men in motorcycle circles. He was one of the perfect score runners in the 24-hour endurance run of the New Jersey Motor Cycle Club, of 310 miles, May 30, 1911. In 1907 he won the 25-mile race at Point Breeze, and was a winner in the 50-mile economy race at 1908 F. A. M. meet.

Successful Ladies' Night at Toronto Club.

Toronto, Feb. 26.—The attendance of the fair sex at the second annual ladies' night given by the Toronto Motorcycle Club on Wednesday evening, February 21, in the assembly hall of the club's quarters, went far to indicate that the ladies of the future will take a far more active interest in motorcycling affairs than formerly. The first "skirt" event put on by the local club, one year ago, was a failure, but on this occasion more than 100 couples were present and thoroughly enjoyed a mixed programme. Naturally, proposals for side-car jaunts this coming season were rife, and suggestions for the holding of an annual club dance were also made.

Metropolitans Elect New Officers.

At the annual meeting of the Metropolitan Motorcycle Club, held February 26, at the club headquarters, 256 West 56th street, New York City, the following officers were chosen: President, George P. Jenkins; vice-president, E. L. Parris; captain, A. P. Lane. The office of secretary-treasurer was left open until the next meeting of the club. The watchwords of the club and the objects for which it will bend its energies to achieve during the present year are: Closed mufflers, no smoke and no high speed through towns or villages.

Club Rooms Opened by York Motorcyclists.

York, Pa., Feb. 27.—Organized January 17 of the present year with 11 charter members, the York Motorcycle club has up to date a total membership of 18. February 21 the club held its first meeting in its newly furnished room on the second floor of 16 Beaver street, one block west of Center Square. Motorcyclists coming to York will be made welcome at the club headquarters at all times.

DE ROSIER REGAINS HIS FORM

Annexes Six Mile Record and Defeats Wolters in Match—Wolters and Balke Also Make New Time Marks.

Los Angeles, Cal., Feb. 26.—There was a further onslaught on records made at yesterday's meet at the Stadium, and the crowd of 6,000 yelled itself hoarse over the soul-stirring finishes put up by the crack professionals now sojourning on the Southern California slope.

Jake De Rosier certainly made a "come back" that was spectacular. He won a two mile match race from Joe Wolters, and snatched the six mile professional event in world's record time of 4:08⅗, beating his own record by six seconds. This was the only open race in which De Rosier rode. Wolters and Hasha did not compete, the former being excused, and the latter was retired for the day by engine trouble in the four mile event.

In the three mile race Wolters, on his Excelsior, made the astounding time of 1:59⅗, four-fifths of a second under the best previous mark. This record has been broken at every one of the three meets so far held on the Stadium track.

Another record went in the four mile, when Charlie Balke won in 2:40⅖, two-fifths of a second under Hasha's time, made at the meet of February 11. In this race "Fearless" Balke did some scientific "skidding" that will bring an ambulance call some day unless it is checked. It threw the whole field wide until Wolters was reached. He was riding high on the bank and promised to go over it. The sepctators gasped, but in the fraction of a second Wolters was back in his stride and a calamity was averted.

It was surely a great day for the Excelsior, as it captured all three of the records mentioned above. The summaries of the events are as follows:

Two miles, match race—Won by Jake De Rosier (Excelsior). Time, 1:25.

Four miles, professional, Class B—First heat, won by John Albright (Indian); second, Will Samuelson (Indian). Time, 3:02⅕. Second heat, won by T. M. Samuelson (Indian); second, W. P. Humiston (Indian). Time, 3:09⅗.

Three miles, professional, Class A—Won by Joe Wolters (Excelsior); second, Charles Balke (Excelsior). Time, 1:59⅗. (World's record.)

Four miles, professional, Class A—Won by Charles Balke (Excelsior); second, Joe Wolters (Excelsior). Time, 2:40⅖. World's record.)

Five miles, professional, Class B—Won by Will Samuelson (Indian); second, John Albright (Indian). Time, 3:52⅗.

Five miles, professional, Class A—Won by Al. Ward (Indian); second, Joe Wolters (Excelsior). Time, 3:23⅘.

Six miles, professional, free-for-all—Won by Jake De Rosier (Excelsior); second, Al Ward (Indian); third, Raymond Seymour (Indian). Time, 4:08⅗. (World's record.) Balke led till 17th lap, then went out of race.

How the Machines Were Measured.

Anent the recent acrimonious discussion concerning the measurement of Hasha's and Ward's Indian racers, and the Excelsior ridden by Wolters, "Pacific Motoring," which is published at Los Angeles and edited by Charles Fuller Gates, the official representative of the F. A. M. and referee,



SOME RECORD BREAKERS WHO HAVE MADE THE LOS ANGELES STADIUM FAMOUS
Reading left to right, riders shown are Charley Balke, Joe Wolters, Eddie Hasha, Ray Seymour; standing, Hubert Kittle and Bob Kittle.

has the following to say in its issue of February 24:

"Mr. Gates took charge of the racing machines ridden by Wolters, Hasha and Ward after the races of February 18, as each had broken a world's record, and must be within the 61 inches of piston displacement to get the records, that being the limit on American tracks.

"The Excelsior ridden by Joe Wolters was protested by the Indian camp, the same as the Excelsior camp had protested Hasha's Indian the week before.

"The two Indians and one Excelsior were taken to the White Garage machine shop, on Auto Row, where as careful and scientific machine work is done as anywhere on earth, and after the machines had cooled all night, the riders of each machine and their respective mechanics were allowed to take down each engine and turn each over in turn to F. Fay Sibley, who first measured the stroke of the piston and then, by micrometer, got the bore of each cylinder to the exactness of a microscopical speck. A Brown & Sharp new micrometer belonging to the F. A. M. representative was used officially, and also micrometers made by Starrett, supplied by both Excelsior and Indian camps, and these were all tested by large outside micrometers, and each cylinder was measured by Joe Wolters, Fred Hofer, the head mechanic of the Excelsior team; another mechanic, and E. W. Hoag, head mechanic of the Indian team, as well as by Mr. Sibley, who represented Referee Charles Fuller Gates.

"The figuring was done for the F. A. M. representative by T. M. Poland and Mac Purcell, mechanics of the White Garage machine shops, from the measurements made by F. Fay Sibley, their associate, who at one time was employed in the Brown & Sharp works, where micrometers of the world's highest standard are made. Mr. Purcell was for years the mechanical expert for the Schebler carburetor factory at all the great race meets, fitting Schebler's to the winning cars of every big automobile race of the past five years. Probably no more expert trio could be obtained for this delicate mechanical work, and yet their work of the week before on the Hasha machine was questioned by the Excelsior team, although the measurements made at that time, like those of last Monday, were sworn to by all three gentlemen before a notary and all parties interested were supplied with copies of the figures and sworn statements

"The cubic volume of the two cylinders of Eddie Hasha's Indian machine, micrometered by F. Fay Sibley on February 12 with the new Starrett instrument, under liberal measurements, allowing for slight oval in one cylinder, was 60.9768. When measured again two days later the measurement was the same, but after use last Sunday the cubic inches piston displacement last Monday was 60.9517. This difference of 0.251 of one cubic inch represents the care in remeasuring and the difference of the shrinkage of the the cast iron from week to week, yet in the eyes of a rival factory it is as big as a mountain.

"The Excelsior ridden by Joe Wolters, the Denver man, who broke the three mile record, measured as follows: One cylinder, 30.4512225; the other, 30.454795; total, 60.90602 cubic inches, piston displacement.

"Al Ward's Indian engine measured very similar, as follows: One cylinder, 30.4510667, and the other, 30.4547386; total volume, 60.9058053.

"This seems like splitting hairs to most people. But similar close results are seen in automobile racing, where one class limit is 300 cubic inches piston displacement, and one factory comes so close to that limit that a new set of cyliners is used for every race, or else the engine would soon be oversize."



Traymores Entertain Neighbors at Feast.

Philadelphia, Feb. 28.—At the first annual banquet of the Traymore Motorcycle Club, President Baeuerle and Secretary Stark, of the Quaker City Motorcycle Club, and President Sellers and Secretary Shenk, of the Harley-Davidson Motorcycle Club, were the invited guests. It gave the officers of the three clubs a chance to have a friendly exchange of views, and the good feeling engendered is sure to produce lasting results in Philadelphia motorcycledom.

Houff Elected Terre Haute President.

Terra Haute, Ind., Feb. 26.—At the last meeting of the Terre Haute Motorcycle Club, E. H. Baldwin tendered his resignation as president owing to his removal from the city, and Frank A. Houff, who was recently elected secretary, was chosen to fill the vacancy. Jefferson Forbeck was then chosen secretary to fill the vacancy caused by the elevation of Mr. Houff to the presidency.

Will Countys Dance in Gray Jerseys.

Joliet, Ill., Feb. 24.—The dance of the Will County Motorcycle Club February 20 was a great success from every point of view. The members of the club were dressed in new and neat gray jerseys with "W. C. M. C." worked in navy blue across the breast. Over 100 couples participated in the festivities.

OLYMPIC TEAM FUND TAKES IMMENSE FORWARD STRIDE

Results of Week Compare Favorably With Those of Previous Four Months—Manufacturers and Jobbers Now Thoroughly Interested—The Project as Promoted by This Publication Receives Unqualified Support.

The movement to finance an Olympic bicycle team received this week the most substantial support since the inception of the campaign by The Bicycling World. As a result of the letter sent to all of the bicycle jobbers by P. R. Robinson, of the New York Sporting Company, a copy of which was published in the issue of February 24, there has been received to date $85.

Working along the same lines among the bicycle and tire manufacturers, the Pope Mfg. Co., Hartford, Conn., during the week was the recipient of a letter from the United States Tire Co., the maker of Hartford, G. & J. and Morgan & Wright tires, in which was subscribed the second of the two largest amounts to date, in the following expressive words: "We will be glad to contribute $100 toward the fund." The Pope Mfg. Co. also contributed $25 to the fund.

Further subscriptions to the fund by manufacturers are as follows: Fisk Rubber Co., Chicopee Falls, Mass., makers of Fisk tires, $25.00. Continental Rubber Co., Erie, Pa., Continental tire manufacturers, $25.00. Davis Sewing Machine Co., Dayton, O., Dayton bicycles, $25.00. Consolidated Manufacturing Co., Toledo, O., Yale and Snell bicycles, $25.00.

Not to be outdone by other organizations in the country, the Wheelmen's Protective Association, an organization of Salt Lake City, Utah, formed, as the name expresses, for the local protection of wheelmen's rights, held a meeting February 23 and subscribed $25. The officers of the association are: President, C. L. Berry; vice-presidents, C. H. Dowse and E. P. Scoville; secretary, W. T. Bennett; treasurer, Fred Bennett.

Thus it will be seen that the total received during the week, together with $2 from the Bicycling World Co. through the special subscription offer, and the contribution of $2 by Carl Schutte, of Kansas City, Mo., and of $1 from John H. Rust, Hammond, Ind., amounts to $340.

Supply Houses Commend Project.

With the subscriptions in reply to Mr. Robinson's letter came many endorsements of the campaign.

The Utica Cycle Co., one of the largest jobbers in central New York, and the maker of Oneita bicycles, writes:

"We are herewith enclosing our check for $20. We feel as you do in this matter, that a lot of good can be done by this kind of advertising."

Brief and to the point is the letter of the Wilson Trading Co., New York City, which is distributor for the Racycle in Greater New York and Long Island, also being an extensive wholesale and retail dealer in bicycles and supplies, having the well known Sovereign, Peerless and Majestic bicycles and Hy-Grade tires. The reply follows:

"We herewith enclose check for $10 as a contribution, about which you wrote us in your letter of 26th inst."

Keystone State Jobbers Doing Good Work.

Max M. Sladkin, proprietor of the Haverford Cycle Co., Philadelphia, extensive jobber of supplies and distributor of Hudson, Dayton and Haverford bicycles, with branches in Washington, Buffalo, Atlantic City and Newark, N. J., says, in part: . . . "would say that this a very good idea, and the publicity we will get from this will be worth more than any jobber will contribute. . . . Enclosed find my check for $15."

Another Pennsylvania jobber to take up the Olympic proposition—not only financially, but energetically with the trade throughout his territory—is Keyser Fry, of Reading, Pa. He writes that on his recent trip to the dealers in that section he has impressed upon each of them the importance of the scheduled try-outs and the great amount of publicity that would be given to bicycling when the finals are run. Mr. Fry's letter continues:

"Am enclosing my check for $5 to Mr. R. F. Kelsey, or the American Olympic Committee, to help along the good work in the effort to send a team of bicycle riders to the Olympic Games at Stockholm, Sweden."

From the summit of the Alleghenies in the Keystone State comes an enthusiastic reply, as expressed by W. H. Wolfe, of W. H. & L. C. Wolfe, Altoona, general sporting and athletic goods manufacturers and dealers, to wit:

"We enclose herewith our check for $10 to this fund, and wish you abundant success in your undertaking; also wish to advise you that we will do all we can to make this a howling success, and if we can do anything more to boost the same command us."

The honor of submitting the first subscription from the jobbers of Chicago goes to the Motor Car Supply Co., which, in addition to carrying a full line of automobile supplies, is a wholesaler of everything for the bicycle. The letter of the secretary of the company says:

"We are pleased to acknowledge the receipt of your favor of the 23d inst., and by way of co-operation we are enclosing our check for $20, payable to R. F. Kelsey, to aid in sending over a bicycle team to the Olympic meet."

Simultaneously with the above was received the contribution of $5 from Van Cleef Bros., Chicago, manufacturers of "Dutch Brand" rubber cements and plastic cement for the closing of gashes and large cuts in tires. Their unmistakable sentiments concerning the Olympic proposition are expressed as follows:

"We are in hearty accord with this movement and are pleased to contribute $5 toward the cause. If we can co-operate with you further in this connection do not hesitate to call on us."

Positive Replies to Important Letter.

As announced in these columns of February 17 issue, letters asking subscribers to the fund previous to that date, if each was in accord with the control of the Olympic Bicycle Team Fund campaign by this publication, and if it was the desire of the respective subscribers that their subscriptions remain in the hands of R. F. Kelsey as custodian until turned over to the American Olympic Committee, have been sent to all, the replies now are being received, some of which follow:

From Charles Hansen, Jersey City, N. J., who raised $18.24 by popular cash box subscriptions—"The Bicycling World Company: I hereby authorize you to take the popular cash box contribution of $18.24 and spend it as you see fit."

C. T. Kilborne, Newark, N. J., one of the first to contribute to the fund—"Yes, indeed!"

R. G. Betts, editor of "Motor World," New York City—"Dare you to guess the answer."

A. G. Batchelder, chairman of the executive committee of the American Automobile Association and former president of the National Cycling Association—"Sure! O. K."

B. A. Swenson, Providence, R. I., the first to subscribe to the cause in response to the announcement in these columns, issue of October 14, replying to the letter, states that it is in accord with his intentions when

he made the subscription, and further says: "I hope you will be able to get together a fund large enough to accomplish the purpose, and I wish to state that, if necessary, I will make an additional subscription."

Team to Sail for Sweden June 14.

It was announced February 23 by James E. Sullivan, secretary of the Olympic Committee, that the American Olympic team will leave New York on June 14 for Stockholm, Sweden, where the games are to be held, arriving there on June 29. The team will leave Sweden on July 17 and return to New York on July 29. The athletes will travel on the steamship "Finland," which also will be used as a hotel for the team. In addition to the American Olympic team, accommodations will be reserved for 250 other passengers: Sullivan said:

"The committee plans to take at least 100 athletes, keep them aboard the steamship in the harbor and give the regular training table diet. In chartering the vessel the committee found that 250 passengers could be taken care of in addition to the team, and the committee will give preference to members of the athletic clubs in the A. A. U."

The sub-committee for the Olympic road race around Lake Malar has issued the following supplementary rules:

(1) The different nations will be brought together in groups of 12 riders, in order to avoid riders from the same nation appearing in more than one group.

(2) The starting order of the groups and the riders in each group will be decided by lot, and no second rider from any group will be allowed to start before one rider has started from each group.



CARL SCHUTTE,
A Kansas City candidate for Olympic road race honors.

Interest among the riders continues to grow with the approach of the riding season, and among the clubs the cause has been given valuable assistance by the assignment of special divisions in their century runs, with pacemakers of exceptional ability to make them practically training "work-outs" for Olympic Team aspirants.

In his letter contributing $2 to the fund, Carl Schutte, of Kansas City, Mo., announces his candidacy for the team, stating that he will ride in the try-out at St. Louis. He also offers a valuable suggestion for dates for the progressive try-outs, which in all probability will be adopted to be announced later.

More Voters' Popularity Candidates.

The riders' popularity voting contest also continues to increase daily, until at the present time ballots are being received from every section of the country.

The portraits shown this week are those of Carl Schutte and Joseph Orlando. A short sketch of the riding history of each, and C. Hausenbauer, follows.

Carl Schutte started riding in competition in the season of 1907. During 1908 and 1909 he won six races in his home town; won first time and first place in 21 mile handicap road race in St. Louis, August 14, 1909; was the star amateur at both meets, held, respectively, in February and September, 1909, on the saucer track in Convention Hall, Kansas City, Mo.; won first time and fifth place in Kansas City 20 mile handicap road race of 1910; rode 25 mile handicap road race at Toledo, Ohio, 1911, in 1:04, 50 seconds slower than record held by "Farmer" Blum, of Chicago, and took first time and third place in that event.

Joseph Orlando first came into cycling

Subscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling salesmen Pope Mfg. Co.	25.00
J. W. Grady & Co., Worcester, Mass.	25.00
New England Wheelmen, N. Y.	20.00
New York Sporting Goods Co., N. Y. City	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
Little Rhody Cycle Club, Providence, R. I.	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
R. G. Betts, New York City	5.00
Crescent Bicycle Club, Baltimore	5.00
Reedley (Cal.) Bicycle Club	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
A. C. Clayton & Son Printing Co., St. Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
H. E. Kidder, Port Henry, N. Y.	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
George B. Shannon, East McKeesport, Pa.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Arbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
Geo. Steinert, Brooklyn, N. Y.	1.00
Carl Bonhardt, N. Y. City	1.00
H. Greisenbruch, Bermuda	1.00
Jos. Scheider, Buffalo, N. Y.	1.00
P. Wollenschlager, N. Y. City	1.00
Lester Morton, Arbury Park, N. J.	1.00
F. J. Herbert, Fall River, Mass.	1.00
Emil Trunk, Brooklyn, N. Y.	1.00
George Thorakos, N. Y. City	1.00
Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City.	1.00
Charles Waldo, New York City	1.00
Kenneth Mackenzie, Bayonne, N. J.	1.00
D. M. Campbell, Gray, Ky.	1.00
J. W. Flanagan, Jersey City	1.00
James A. Coote, Yonkers, N. Y.	1.00
F. I. Perreault, Malden, Mass.	1.00
J. Vaccaro, Asbury Park, N. J.	1.00
Gus Wohlrab, Jersey City, N. J.	1.00

Subscriptions Received This Week.

United States Tire Co., N. Y. City.	$100.00
Pope Mfg. Co., Hartford, Conn.	25.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
Continental Rubber Co., Erie, Pa.	25.00
Davis Sewing Machine Co., Dayton, O.	25.00
Consolidated Mfg. Co., Toledo, O.	25.00
Wheelmen's Protective Association, Salt Lake City, Utah	25.00
Utica Cycle Co., Utica, N. Y.	20.00
Motor Car Supply Co., Chicago	20.00
Haverford Cycle Co., Phila.	15.00
W. H. & L. C. Wolfe, Altoona, Pa.	10.00
Wilson Trading Co., N. Y. City	10.00
Keyser Fry, Reading, Pa.	5.00
Van Cleef Brothers, Chicago	5.00
Carl Schutte, Kansas City, Mo.	2.00
John H. Rust, Hammond, Ind.	1.00
Bicycling World Subscriptions	2.00
Total for the Week	$340.00
Total Previously Acknowledged.	438.24
Grand Total to Date	$778.24



JOSEPH ORLANDO,
A strong rider from the ranks of the Empire City Wheelmen of New York.

fame as the winner of the great Roy Wheelmen Marathon, in which were entered 154 riders, held at Valley Stream, L. I., June 13, 1909; since then he has rapidly improved, until at the present time he is one of the strongest performers on the road in and around Greater New York; he is a member of the Empire City Wheelmen, and has figured prominently as a club champion of that organization.

Another history is that of Charles Hausenbauer, whose picture was shown in the issue of February 17 with that of Jerome Steinert. Hausenbauer is a member of the Atlas Bicycle Club of Brooklyn. His principal performances to date on the road are: First—100 miles, time trial, 1909; time, 5:47:17⅕. Second time—100 miles, record run, 1909; time, 5:23. First time—100 miles, record run, 1910; time, 5:34. Second time—100 miles, record run, same year; time, 5:19. Record, from Brooklyn to Sag Harbor and return, 225 miles; time, 16:34. Brooklyn to Sag Harbor, unpaced, 6:55.

Concerning Combination Subscriptions.

H. A. Gliesman, who has for some time past been serving in the capacity as a special committtee of the United Cyclists for the purpose of handling the $2 subscriptions advertised by arrangement with The Bicycling World and Motorcycle Review, $1 of which is to go to the Olympic Fund and $1 for subscription to The Bicycling World, announces his resignation, and that all further subscriptions of this character should be sent direct to the Bicycling World Company, Room 914, Tribune Building, New York City.

U. C. I. IN ANNUAL CONCLAVE

German Organizations Again Admitted to Membership—World's Championship Plans Are Approved.

At the twenty-fifth congress of the Union Cycliste Internationale, held at Paris, February 10, ten nations were represented by delegates, as follows: France, Belgium, Switzerland, Italy, Holland United States, Spain, Sweden, Luxembourg and the Argentine Republic. President Emile de Beukelaer, of Belgium, occupied the chair.

After a lengthy debate, it was decided unanimously to re-affiliate the Verband Deutscher Radrennbahnen and the Deutscher Radfahrer Bund, the sport-governing bodies of Germany, who for the past 18 months have been acting independently of the U. C. I.

Manager John M. Chapman, of the Newark (N. J.) Velodrome, who attended the congress, presented through the National Cycling Association delegate, Victor Breyer, his plans for the running of the world's championships at Newark August 25 to 28 and September 1, of the present year, which were accepted and made official by the congress. Pacemakers and motors will be furnished by the track management at Newark for the paced championship events.

The proposition of the French organization, the Union Velocipedique de France, to eliminate amateur championships from the annual world's series was transformed prior to adjournment into a proposal to circularize the various federations as to the advisability of taking up the question at the next annual congress.

Applications for the championships of 1912 by England and Holland were received, but no decision was given on the allotment. In all probability, action will be taken at the Easter meeting.

Election of officers for the ensuing year resulted as follows: President, Emile de Beukelaer (Belgium); vice-presidents, Leon Breton (France), M. Houtschka; secretary, Paul Rousseau, 24 Boulevard Poissonniere, Paris, France; treasurer, Ferdinand Colignon (Belgium).

Chapman Returns from European Trip.

Full of enthusiasm for the coming world's championship meet, and looking hale and hearty after his six weeks' sojourn in Europe, Manager John M. Chapman, of the Newark Veledrome, returned home early this week. He attended the annual meeting of the U. C. I., in Paris, February 10, and states that at this meeting eight of the foreign countries agreed to send one or more riders here for the world's title races.

Belgium and Germany will each send a professional sprinter and pace follower, Denmark will send one professional sprinter, Italy will send one amateur and one professional sprinter; England, Holland and Sweden will each send an amateur sprinter, and France will send a "pro" sprinter, "pro" pace follower and an amateur sprinter.

Manager Chapman hase secured Carlo Messori, an Italian, and Dupuy, a Frenchman, to ride here next season. Both of these men are sprinters. Messori is rated as the best sprinter in Italy. Dupuy is a good handicap rider. He is only 21 years old and is looked upon as one of the coming riders of Europe. He has been a consistent winner for the past three years, and has scored victories over Friol, Ellegaard, Hourlier and Poulain.

Bailey, the English amateur, who will arrive here late in July, won the world's amateur championship at Brussels in 1910, and last year he again won the world's title at Rome. Bailey is said to be wonderfully fast.

United Spanish War Veterans' Games.

Races run by the United Spanish War Veterans' Association of New York City, are always popular, one reason being the abundance of prizes. A two mile bicycle handicap was included on the card presented at the fifth annual games held at the 22d Regiment Armory, February 29, and 18 of the leading metropolitan flat floor riders were entered. Two trial heats resulted in Goodwin (scratch), Thorakos (130 yds.), Murphy (90 yds.), Townsend (25 yds), Lightfine (110 yds.), and Dean (130 yds.), qualifying for the final. Van den Dries (scratch), went out with a puncture.

The final heat, for the five prizes offered, resulted as follows: Won by Edw. H. Goodwin, Irish Am. A. C. (scratch); second, Harold Lightfine, Glencoe A. C. (110 yds.); third, H. J. Murphy, Atlas B. C. (90 yds.); fourth, M. J. Dean, Glencoe A. C. (130 yds.); fifth, Jack Townsend, Dominican Lyceum (25 yds.); time, 5:03⅗.

Although he qualified for the final, Townsend fell through tacking too close to Lightfine's rear wheel.

Lapize Wins a Decisive Victory.

Joe Fogler and Jimmie Moran again were forced to admit defeat as administered by the Frenchmen, Lapize and Emile Georget, on Sunday, February 18, when, at the Palais des Sports, in Paris, was run off the special tandem-paced race in which the Americans were the challengers.

The challenge grew out of a sensational six-hour race, one of a series held recently in Paris, and in which the Frenchmen showed a clean pair of heels to the Yankees, to the surprise of everyone and very much to the dissatisfaction of the latter.

The match race was at 50 kilometers, resulting in a win for Lapize by 2 laps; second, Emile Georget; third, Jimmie Moran (2½ laps); fourth, Joe Fogler (13 laps). Time, 1:00:27⅕.

C. R. C. ASSOCIATION'S 12th ANNUAL

Diners, Almost 100 in Number, Partake of "Charter Day" Feast in New York—Ex-President Adee Gets Testimonial.

Beautifully decorated with national and club colors and a plentiful supply of flowers, the spacious banquet hall of the Broadway Central Hotel, New York City, was the scene on Saturday, February 24, of the twelfth annual dinner and celebration of "Charter Day" of the Century Road Club Association.

With 96 reservations the affair proved to be, from every point of view, one of the most successful of the sort ever promoted under the auspices of this enthusiastic cycling organization.

In addition to a large representation of the membership in the Greater City, there were delegations from Long Island points and New Jersey. From Baltimore came T. W. ("Tommy") Baker, an inveterate cyclist of the Monumental City and secretary of the Crescent Bicycle Club. Tarrytown, N. Y., also was represented by the newly installed president of the association and wife, in the persons of Mr. and Mrs. Paul Thomas.

Immediately after the guests were seated the photographer indulged in his usual flashlight pleasantry, then the discussion of the menu provided for by the committee was taken up and concluded.

President Thomas, as master of ceremonies, introduced in turn the various winners of the club's competitions during the year 1911, and presented each with his award.

Duane W. Moore, a resident of Bayonne, N. J., and a member of the New Jersey Division, carried off the lion's share of the medals that were awarded. Moore is practically a novice in bicycle competition, although an athlete of considerable prominence in other lines. His first year in mileage and century riding netted him three first medals—the National mileage and century, the Eastern Division mileage and century, and the membership competition.

Others receiving premier honors were Sylvain Segal, the club championship; H. Baum, the club run attendance, and Joseph Kopsky, the Bieregal trophy for the best ten miles in the road, unpaced, for the year 1911; time, 26:27⅗ (N. C. A. record).

Medals for second and third, respectively, in the National mileage and century competition were presented to Isadore Taub, Hoboken, N. J., and J. M. Mitchell, Greenwich, Conn.; second, third and fourth, club championship, I. Taub, H. Terhune and J. O'Connor; second and third, club runs, A. Kaiser and George Bieregal; second, membership competition, J. W. Clement.

A handsomely mounted and fittingly engraved silver plaque, commemorative of his seven years' services as president of the organization, was then presented to the retiring president, D. M. Adee, who eloquently expressed his appreciation of the honor conferred upon him.

An innovation which evidently met with general approval was the elimination of the usual elaborate card of after-dinner speeches. The tables were quicly cleared, the floor prepared for dancing, the orchestra, which had been in attendance throughout the banquet, was again pressed into service, and a pleasant two hours were spent in tripping the light fantastic.

Plans for N. E. Wheelmen's Road Races.

Entry blanks have been issued for the 15-mile handicap road race under the auspices of the New England Wheelmen of New York City, to be held April 21, with start and finish at Floral Park, L. I. The course will be due east over the Jericho Turnpike, 7½ miles and return. The time scheduled for the start is 10 A. M. Fifteen place prizes, headed by a New England racer bicycle, have been posted, together with four time prizes, of which a solid gold Waltham watch is the premier award. N. C. A. sanction No. 120 has been issued for the event. Entry blanks may be obtained and entries made with H. W. Zarr, secretary of the race committee, 2150 Seventh avenue, New York City.

Atlas Cyclists Hold Club Run.

Sunday, February 25, saw Brooklyn, N. Y., wheelmen out in force, and the Atlas Bicycle Club, with practically full membership awheel, took advantage of the excellent weather and held its first club race of the season. In an "inches" finish Henry Murphy captured the "cork"; second, A. D. Dawson; third, Paul Smith.



TWELFTH ANNUAL BANQUET OF THE CENTURY ROAD CLUB ASSOCIATION, BROADWAY CENTRAL HOTEL, NEW YORK CITY

GOULETT-HEHIR WIN AGAIN

Score Second Victory in Australia by Finishing First in Six-Day Race at Melbourne Last Saturday.

Alfred Goullet, of the Goullet-Hehir team, won the sprint in the Melbourne, Australia, six-day race which finished last Saturday night, February 24. The second man was Iver Lawson, who was teamed with Worth Mitten, and third went to the Jackie Clark-Gordon Walker team, according to brief cablegrams to the Newark (N. J.) "Evening News."

Goullet's victory is his second triumph in Australian six-day races, he having won, with the same partner, the Sydney race held during the first week in January. Considerable interest was attached to the Melbourne race because of the participation in it of Clark, he having just arrived in his native land after three years of brilliant performance in this country, on which he placed a fitting climax by winning the last New York six-day race, in which he was teamed with Joe Fogler.



ALFRED GOULLET



PADDY O'SULLIVAN HEHIR

Century Road Club Association's Plans.

Announcing four bicycle walks—scheduled for consecutive Sundays, March 3 to 24, inclusive—of varying distances from five miles to one extending over two days, for which the round trip from New York City to Bridgeport, Conn., a distance approximating 110 miles, will be the itinerary, Captain Segal, who also is chairman of the Century Road Club Association, states that an extensive programme is outlined for the coming season, for which the foregoing will be the opening.

Other events will be runs held in conjunction with the New Jersey Division to Delaware Water Gap, Baltimore, Washington, Boston and Buffalo, and other points.

Entry blanks for the fifteenth annual spring century of the Eastern Division, to be held April 28, now can be obtained from H. W. Zarr, 2202 Seventh avenue, New York City. The route for the run is as follows: Start at Columbus Circle, New York City; to Jamaica, L. I., via Queensboro Bridge, to Floral Park, Hicksville, Amityville; return to Hicksville for dinner, thence via Freeport, Hempstead, Valley Stream, Jamaica, to starting point. The slow division will leave at 7 A. M. The fast division, known this year as the Olympic Division, as special provision will be made to accommodate candidates for the Olympic try-outs, will leave at 8.30 A. M. Joseph G. Kopsky, unpaced record holder for 10 and 100 miles, will be chief pacemaker of this division.

The committees to serve for the ensuing year are as follows: Race, chairman, Sylvain Segal, George Bieregal, J. W. Clement and Henry Kest; century run, chairman, George Bieregal; membership, chairman, H. W. Zarr; press, chairman, Henry Kest; secretary, J. Boyce.

Iver Johnson Wheelmen's Average.

The scores in the 1911 club championship competition of the Iver Johnson Wheelmen, New York City, have just been announced, the delay being due principally to the fact that a tie existed for third position. It had been contemplated to run off this tie with a special match race, but weather conditions prevented this and the club finally decided to give a third prize medal to each of the two parties to the tie, William Muller and Fred Woisin.

In all, fifteen races, varying in distance from one-quarter mile to 25 miles, were run in the series. Hal Kaiser demonstrated his class by clinching the championship with points won in but six of the series, although his margin over the second wan, Charles Erwin, was but two points. The competition for second also was very close, all tending to keep the interest very keen throughout.

The encouraging gains in membership due to the interest aroused in cycling by the championship series has determined the club to offer not only more handsome medals for the series of the coming season but it also will post a number of special prizes.

Lafayette Wheelmen After Championships.

Baltimore, Feb. 26.—Speed artists of the Lafayette Wheelmen are faithfully training for the many events to be pulled off during the season. The first road race, to be held in May, will materially aid them, for it is the intention of the local organization to enter its best talent in the races at the Newark board track this summer for the world's amateur championships. This will be the first time in a number of years that Baltimore has been represented, and the sprinters of the Lafayette Wheelmen intend to faithfully keep to their training and endeavor to come away with some of the titles. There are some excellent local men, and judging from their past performances they ought to make a good account of themselves. April 1 the annual competitive run contest will be inaugurated.

Tiger Wheelmen Soon to Reorganize.

Another indication of the increasing strength of the revival of cycling is noted in the fact that a committee of three have been appointed and now practically has completed plans for the reconstruction of the Tiger Wheelmen of New York City, an organization which at one time, under the leadership of the organizer, Harry Gliesman, took a prominent part in cycling affairs in the metropolitan district. The well-defined movement on foot to provide and send a bicycle team to the Olympic Games is assigned as one of the reasons for the renewed activity of the Tigers, and it is stated in all probability that the club will be equipped in the near future to prepare its candidates for the Olympic tryouts.

Crescents Active With Their Class Races.

Baltimore, Feb. 26.—The Crescent Bicycle Club went out in force to Towson yesterday on its regular Sunday run, and on the way back the second series of class races were held. The weather was very warm, and it tended to bring out a good attendance. The races were held on Charles avenue and were for two distances. The events were warmly contested, and in the last race—a Class D event for three miles—a beautiful finish was marred by the Leimbach brothers colliding in the sprint, Gus falling heavily while Will won the race. No time was taken and the course was over a starightaway. C. H. Thomas won the first one-mile Class E race, and J. F. Huber the second event, of same distance in same class.



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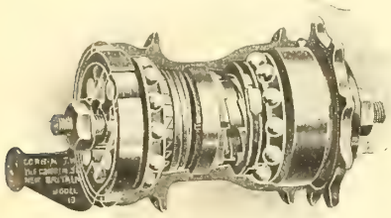
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The New Corbin Bicycle Brake.

"A bicycle brake that means greater safety and pleasure" is the way the maker of the Corbin two-speed coster brake, the Corbin Screw Corporation, of New Britain, Conn., describes its latest refinement for foot-power bicycle, and which is the company's exclusive production.

It is designed to be for the bicycle what the air brake is to the railway train and variable transmission is to the automobile. It removes the only valid objection ever



CORBIN TWO-SPEED COASTER BRAKE

urged against the use of the bicycle by elderly men—namely, the increased labor of riding up steep hills and against strong head winds.

No levers are required to change the gearing, all parts of which are continued within the hub, the action being automatic and always under instant control. Forward pressure produces propelling power; stopping the motion of the feet gives the free-running wheel; a touch backward followed by a continued forward pressure effects the gear change, while backward pressure operates the brake, mildly or vigorously as the pressure is light or heavy. There can be no failure of action, no difficulty in use. All movements required are the natural ones to make under the circumstances, and are performed automatically, without mental effort. A wide choice of gear combinations is available, making it possible to meet exactly the desires of every rider as to what low gear he wishes for hill climbing or against head winds, and what high gear he prefers for smooth and level roads when he encounters them.

Siam Presents Good Bicycle Market.

Expert activities of bicycle manufacturers probably could find no more productive field for operation than that of Siam as noted in the report of the Vice-Consul General, Carl C. Hansen, at Bankok.

There has been a steady increase in the imports of bicycles into Siam for the last three years, and this increase is consequent upon the continuous improvement and extension of roads in this country. As road making appears to be a permanent policy of the Siamese Government, an increased demand for bicycles may be expected for the future. Siamese customs statistics of the imports of bicycles for the last three fiscal years show that 468 machines were imported for the 12 months ended March 31, 1909, 708 for 1910, and 874 for 1911, in values amounting to $13,620, $18,613, and $20,235, respectively. The principal countries sharing in these imports for the last fiscal year were: United Kingdom and dependencies, 680 bicycles, valued at $15,409; Germany, 169, valued at $3,572; Denmark, 13, valued at $664; United States, 7, valued at $240. Bicycle parts to the value of $5,925 were also imported for the above period, the bulk of which came from the United Kingdom and dependencies.

According to the reports furnished by the customs, no bicycles were imported from the United States during the fiscal year 1908-9, but for the two following years the imports were three and seven machines, respectively. From information obtained in the local market and from other sources it appears that while American machines are appreciated for their strength, durability, and easy running, objection is made to their heaviness, fixed wheel, and lack of finish and "trimmings" as compared with English and German makes. The roads in and about Bangkok are level and smooth and the average weight of the Siamese and Chinese buyers is about 125 pounds, so that only a light machine is needed for this market.

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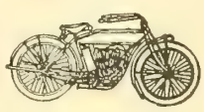
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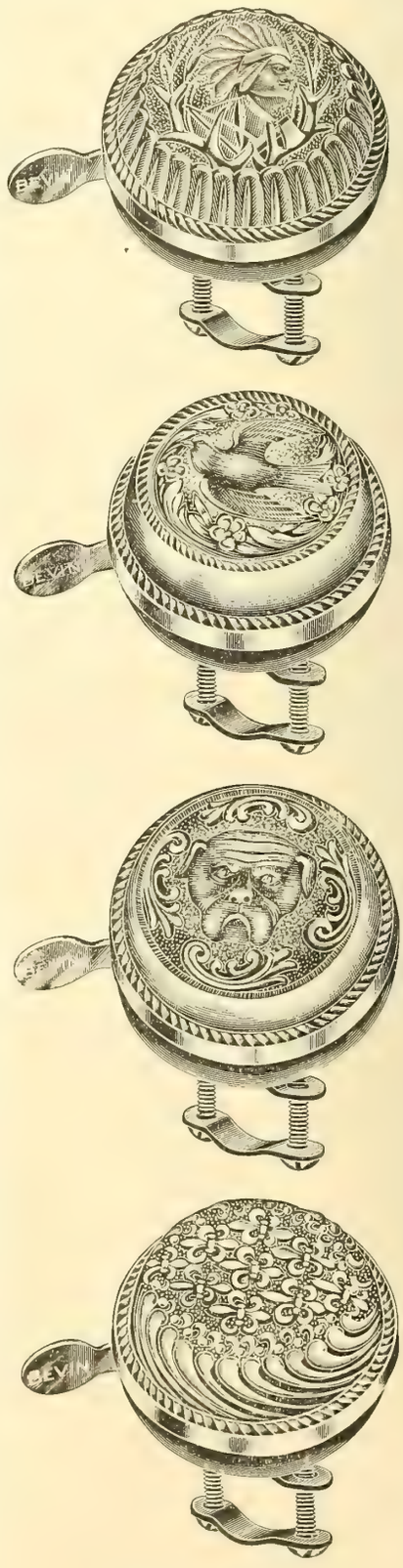


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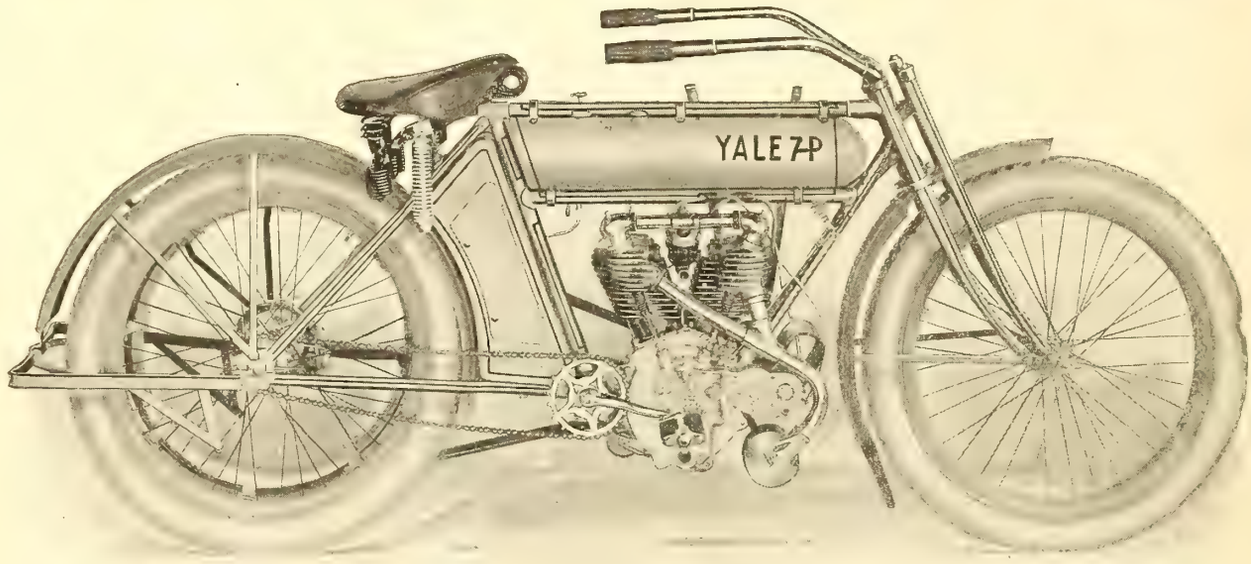
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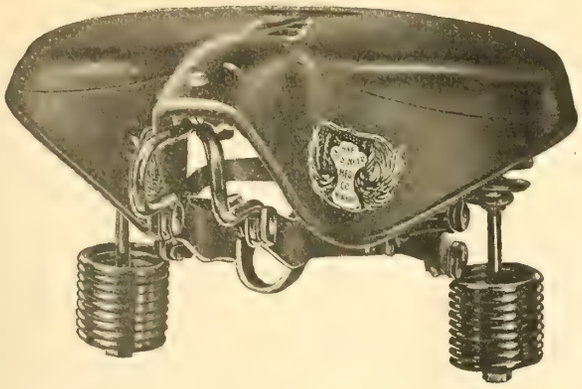
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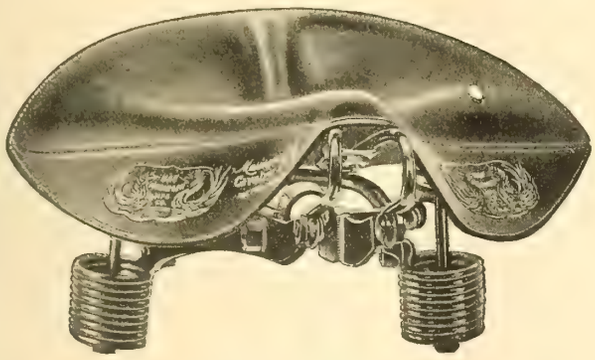
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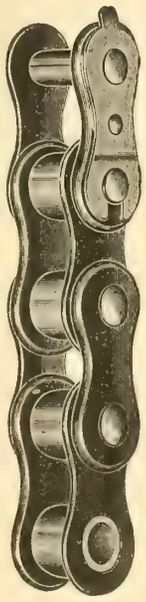
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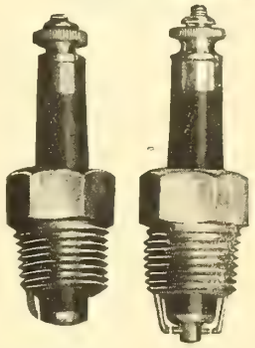
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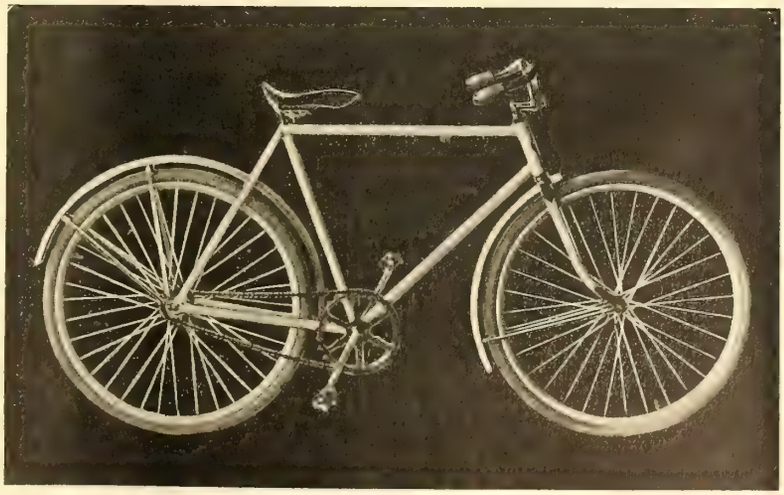


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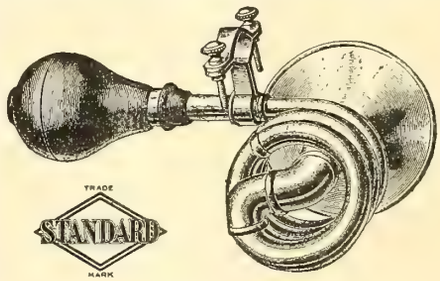
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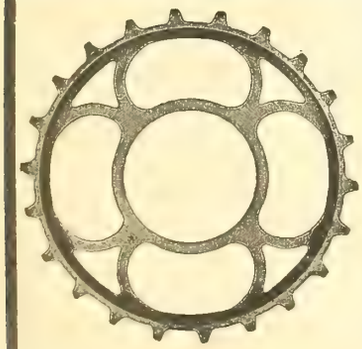


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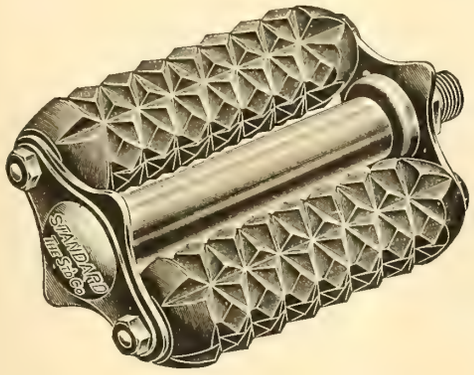
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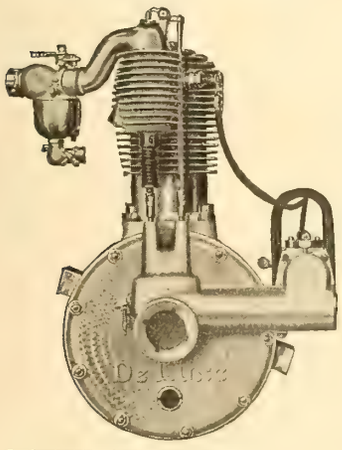
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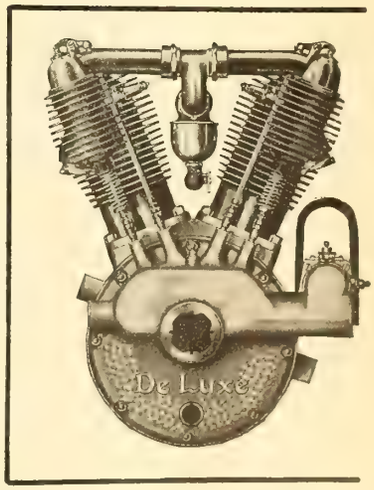
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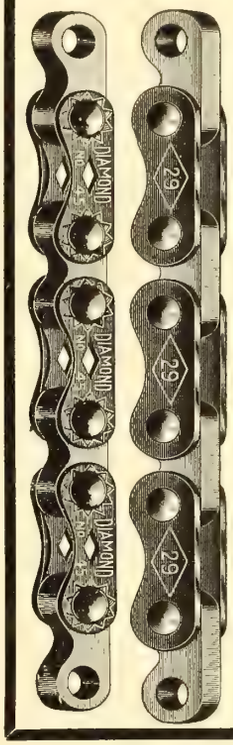
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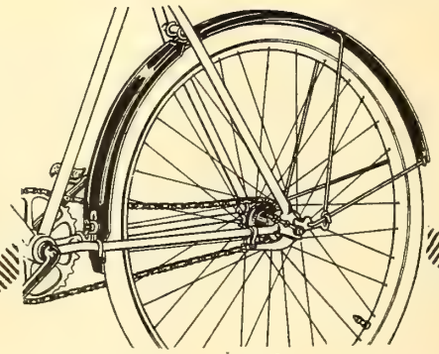


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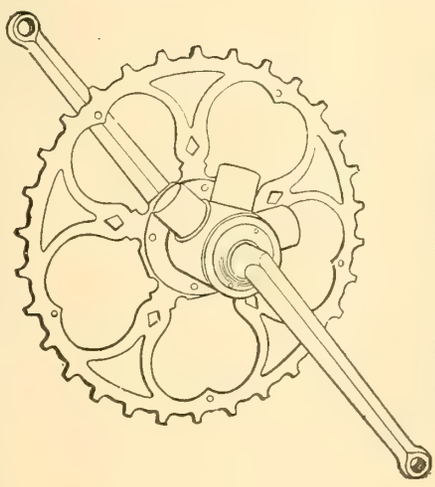
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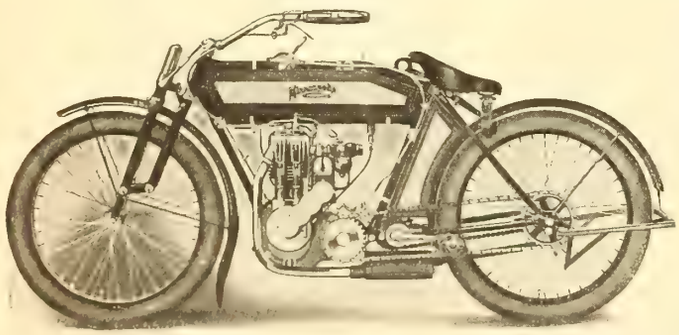
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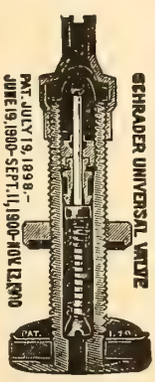
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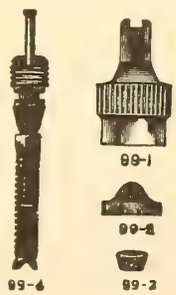


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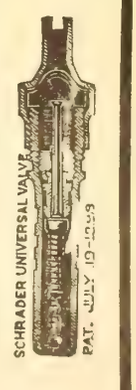
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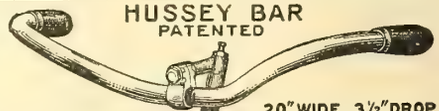
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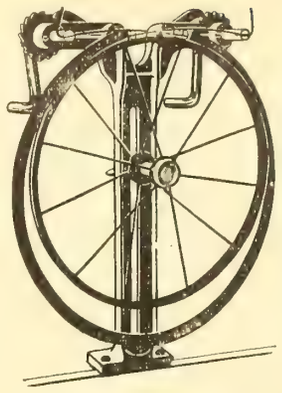
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MOTORCYCLES—A. C. C. A. prices talk! Endless variety; latest models; every make—Indians, M-M'S, $20. Freight prepaid! Largest and only illustrated catalog published sent free. THE AUTOMOBILE AND CYCLE CO. OF AMERICA, Dept. O, 1769-1787 Broadway, New York City.



ACME

The Tool That Makes the Retiring of Small Rubber-Tired Vehicles a Most Profitable Line for Repair Men.

Price.— including machine complete, twisting wrench and patent pliers, only..... $3.00

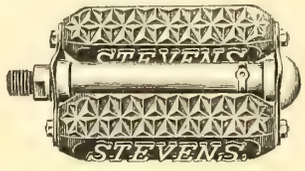
Of Jobbers, or Direct

The Acme Tire Machine Co.

Danbury Conn., U. S. A.

STEVENS'

Motorcycle Pedals



Motorcycle Chain Adjusters, Pedal Rubbers, Steel Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.

ORDER THROUGH YOUR JOBBER

STEVENS & CO., 375 Broadway, New York

Bicycle Tires and Tubes

We have several hundred pair of Single Tube, Double Tube and G & J Tire Seconds at prices that will surprise you. Also a few more of Excelsior Tires at less than they originally cost Excelsior Supply Co.

CHICAGO CYCLE SUPPLY CO.

22 W. Lake St. CHICAGO, ILL.

Factory Distributors of Bicycle and Motorcycle Supplies. Don't buy Excelsior Tires from anybody till you get our prices—We will save your money.

1912 CATALOG

Bicycle and Motorcycle Sundries

Ready February 10th

Send us your name

SIDNEY B. ROBY & CO., Rochester, N. Y.

Every Live Dealer Sells

DUCKWORTH CHAINS

Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.

DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.

NEW YORK SPORTING GOODS CO.

BICYCLE GOODS

Motorcycle Supplies

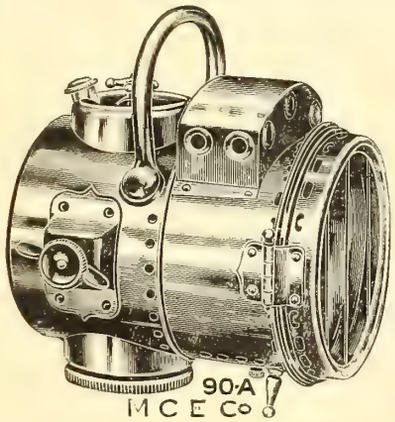
We want every dealer to have our 1912 Catalogue and Bargain Books. Please write us on your letter head for No. 51.

NEW YORK SPORTING GOODS CO.

15 and 17 Warren Street, New York

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N.J.

An Ideal Motorcyclist's Lamp



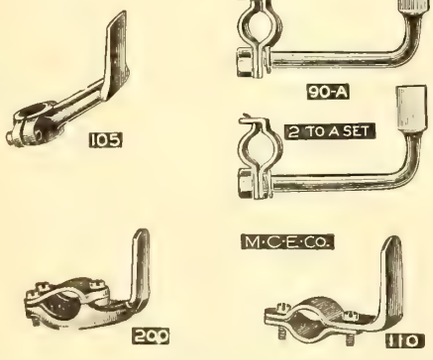
A "Close Coupled" Searchlight and Generator."

Weighs 24 ounces
Size 4 x 5 inches

Nickel Plated
Neatly Designed

No. 90 rear prop
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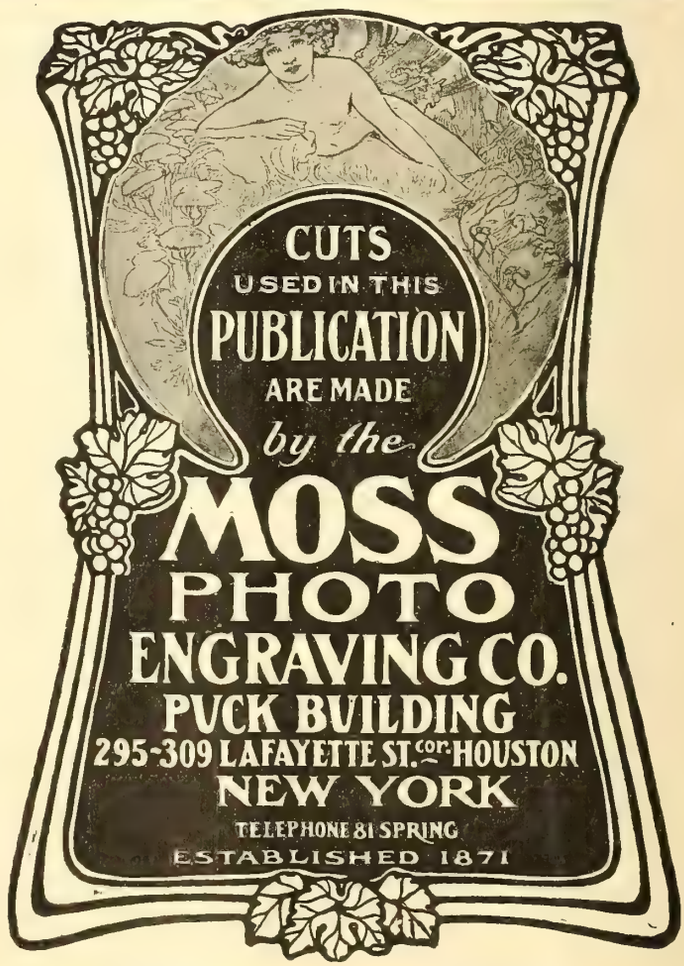
Price $6.00 each



BRACKETS
Nickel Plated

No. 105
No. 110
No. 200
} .60 each
No. 90A, $1.00 a set

Motor Car Equipment Co.
Manufacturers and Importers
Dept. B. 55 Warren St.
NEW YORK





THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
Licensed Coaster Brake Manufacturers

The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

BADGER BRASS MANUFACTURING CO.
Kenosha, Wis. (39) New York City



KOKOMO TIRES



¶ Take up a catalog issued by the manufacturers of high-grade bicycles or motorcycles and read the specifications. You will note this: TIRES—High Grade KOKOMO.

¶ KOKOMO TIRES are good enough to be listed as standard equipment on high class machines—they must be good enough for you.

¶ There is no make-believe construction in KOKOMO TIRES. Conscientious effort to build the best tire the world ever knew has resulted in the specification of KOKOMO TIRES by prominent builders of machines, after exhaustive tests of every other tire made. KOKOMO TIRES embody 4-ply construction. The materials are the best obtainable; the workmanship can not be bettered.

"If It's Kokomo That's All You Need to Know"

Kokomo Rubber Company

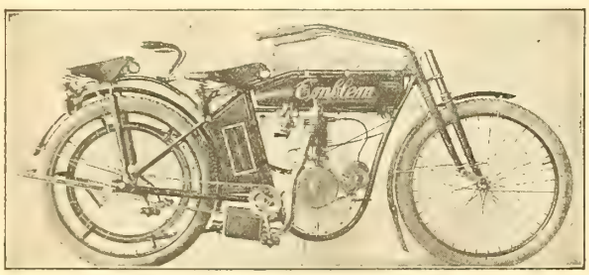
KOKOMO, INDIANA, U. S. A.

THE POWER
To Take You There And Bring You Back

is an attribute not possessed by every motorcycle. A great many motors are like sensitive race horses—they will show a wonderful burst of speed for a short time and then require a week to rest up. With the Emblem, however, it is different. "Power" is the unfailing keystone in Emblem construction and its husky, enduring qualities are features that have given

EMBLEM Motorcycles

the pre-eminence they deserve.



Riders and Dealers who have been through the mill are now realizing exactly what *Dependable Service* means to them. Are you one of these? If so, write today.

Emblem Manufacturing Co.

Department "G"

ANGOLA Erie County NEW YORK

Member M. M. A.

Distributors for California—JOHN T. BILL & CO., Los Angeles
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For Oregon—BALLOU & WRIGHT, Portland
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The Big Thor

1912 Catalog will soon be Ready

Write for a Copy To-Day

The Greatest Motorcycle value in the world. Our **Model CR at $175.00** can not be beat. Place your order now.

Rider Agents and Distributors Wanted.
Address Agency Department.

Aurora Automatic Machinery Co.
Thor Building CHICAGO, ILL.



PENNSYLVANIA
"Guaranteed"
INNER TUBES
"No. 503"

For Motorcycles

A good, guaranteed tube selling at a reasonable figure.

So thoroughly tested is our "No. 503" tube, so well made and of such high quality material, that we are able to offer it with a season's guarantee.

Pennsylvania "No. 503" tubes are made in the most popular selling sizes.

NOTE: Pursuant to our accustomed policy we have placed this tube on the market with special regard for the interests of the Jobber and Dealer. Those desiring, therefore, to sell a tube which satisfies the customer and ensures a fair margin of profit should write for our attractive 1912 proposition.

PENNSYLVANIA RUBBER COMPANY

(Re-organized February 1st, 1910)

Jeannette, Pa.

BRANCHES:

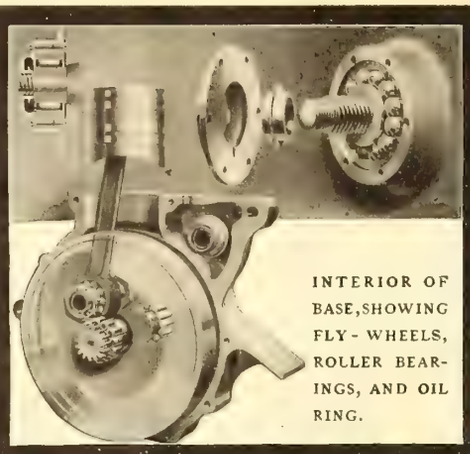
Pittsburgh, 505 Liberty Ave. — Detroit, 247 Jefferson Ave.
Chicago, 1004 Michigan Ave. — Minneapolis, 917 First Ave.
Kansas City, Mo., 514 East 15th St.

Pennsylvania Rubber Co., of New York
New York City, 1700 Broadway

Pennsylvania Rubber Co. of California
San Francisco, 512-14 Mission Street — Los Angeles, 930 So. Main Street

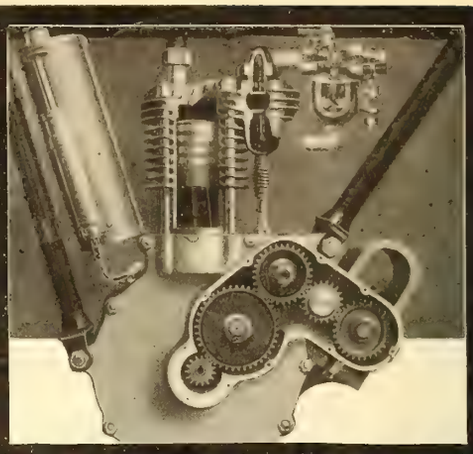


Eclipse Free Engine Clutch with Handle bar Control



INTERIOR OF BASE, SHOWING FLY-WHEELS, ROLLER BEARINGS, AND OIL RING.

The best bearing ever put in a Gas Motor



The M·M Four-fifty Long Stroke Motor and Schebler Carburetor

Agents! Here's Some Good News

The popular M·M Four-fifty model will hereafter be fitted with the Eclipse Free Engine Clutch and an option of 28″ wheels for $200 list. This is the very best proposition for a single cylinder motorcycle offered this year. A powerful hill climber, speedy, and very smooth running. With its three roller bearings in the motor, it will withstand more hard punishment than any other motor built. One new rider rode constantly for three hundred miles without putting any oil in the crank case, and did not harm the bearings. This model will be a big seller. Other models at $140, $160 and $225. write today for Catalog and agents' proposition

American Motor Co., 718 Centre St., Brockton, Mass.

Pacific Coast Depot, 424 South Broadway, Los Angeles, Cal.

The American Motor Co.
Gentlemen:

I recently purchased an M·M motorcycle that had been run several thousand miles. Not being a mechanic, I ran the machine over 300 miles through New Hampshire on my first trip without lubrication.

I expected to have to replace the bearings of the motor, but when it was taken down and inspected, the only apparent damage was the slight wearing down of the piston rings.

I mention this to you to show you my gratification at being the possessor of a motorcycle that will run under such adverse conditions without causing serious damage that would usually follow such neglect in the operation of any ordinary machine.

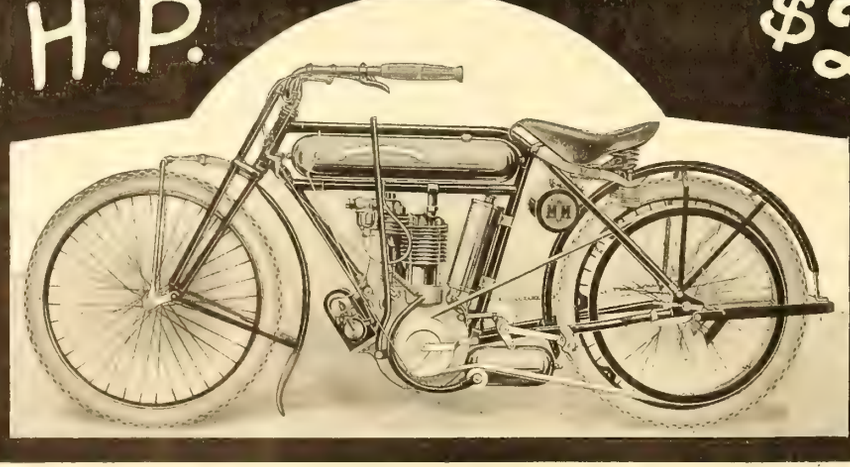
Having familarized myself with the machine in a recent 1,000 mile business trip I have just completed, I find after applying proper lubrication that the engine shows no signs of wear whatever and is equal to any test in climbing the steepest hills I encounter. Yours very truly,

W. M. KENDALL,
Insurance Adjuster.

Boston, Oct. 17, 1911.

4½ H.P.

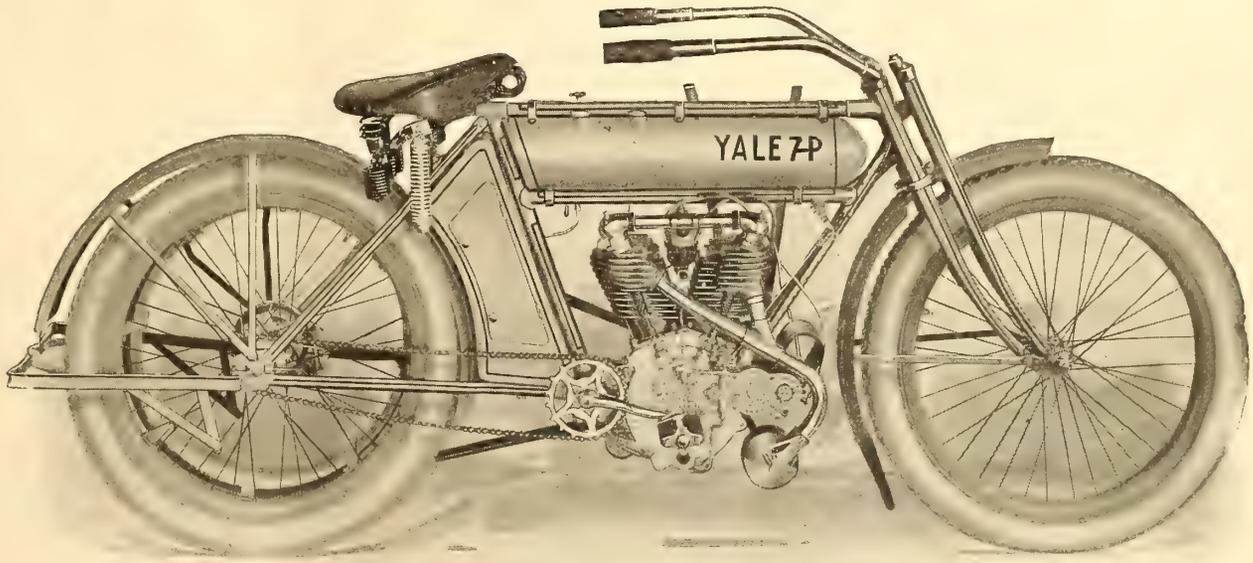
Bosch Magneto
Schebler Carburetor



$200

with Eclipse Free Engine Clutch

WHY THE YALE



Model 27, 7 H. P., $285.00

A YALE Motorcycle costs more than some others for the same reason that a full jeweled Elgin costs more than an Ingersoll. Mechanical perfection costs money and the buyer must pay for it, but the investment pays big dividends in SATISFACTION, SERVICE, and ECONOMY of up-keep.

Right Here Is Where Yale Quality Counts

We use no castings or stampings, but every part is drop forged in our own factory and we know that every piece is right in material, workmanship and finish.

YALE equipment is in keeping with YALE Quality and comprises such items as Bosch Magneto, Eclipse Free Motor Clutch, 2 3-4 inch studded tires and the Y-A Shock Absorber, that relieves both rider and machine of all the jolts, jars and road vibration.

LOOK OVER THE MARKET, FIND THE BEST OF EVERYTHING. AND YOU WILL FIND IT ON THE YALE.

If you don't know the nearest YALE agent, write for catalogue of four models, single and twin—4, 5 and 7 horsepower, price $210.00 to $285.00.

PROMPT DELIVERIES

The Consolidated Manufacturing Co.

1709 Fernwood Avenue Members M. M. A. **TOLEDO, OHIO**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.

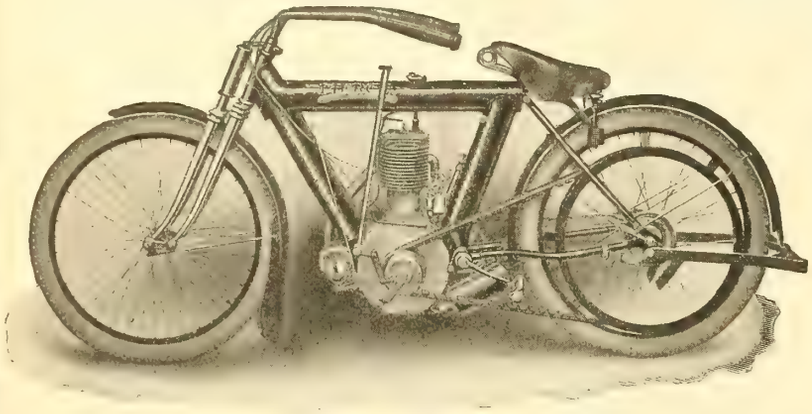
PIERCE

SINGLE CYLINDER Outclasses All Others

READ THIS AS PROOF:

THE PIERCE CYCLE CO., Buffalo, N. Y. February 26, 1912.

Gentlemen: I have been riding a Pierce 5 H.P. single for the season of 1911 and have traveled long distances accompanied by other well known makes and I could go over hills where they pedaled up. As for speed I have trimmed a high grade twin of a well known make and as for repairs I have had none. My machine runs better the longer I use it and as for power, I have taken a friend passenger on hills that other singles could not make single passengered. As far as easy running and comfort goes they all must bow to the Pierce.



Sincerely yours,
ALBERT C. SALENSKE,
333 Temple St., Syracuse, N. Y.

ASK FOR CATALOGUE

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch—Oakland, Cal.

READING STANDARD

FOR PROFIT OR PLEASURE | THE NEW R-S A QUALITY PROPOSITION

OUR MANY EXCLUSIVE FEATURES, SUCH AS FOOT RESTS, DOUBLE BRAKES, DOUBLE OILING SYSTEM, R-S SHOCK ABSORBING SEAT POST, ADJUSTABLE TO WEIGHT OF RIDER, AND MANY OTHER POINTS WHICH PLACE THE R-S ONE YEAR IN ADVANCE.

TWO SINGLES
Belt or Chain.
ONE 7 H. P. TWIN
Direct Chain Drive, Undergeared Transmission.

R-S SPRING FORK. More serious motorcycle accidents have occurred through broken front forks than from any other source of trouble, and faulty design is more common in this important element than in most any other part of the machine. Reading forks are perfect in design as well as in mechanical construction. Compare the springs of the Reading fork with those of many other machines and you will readily appreciate the difference. Instead of using a multiplicity of small springs we use a single load-carrying spring several inches in length, comprising nearly 65 inches of 3/16" steel spring wire of the highest possible grade. The rebound spring is correspondingly large, thus insuring an extreme flexibility of action and positive assurance against breaking. Another serious trouble in many spring forks is the rapid wear at the joints of the rocker arms. This is due to the excessive load sometimes carried on this mechanism. On the Reading Standard fork the load is not carried on the rocker arm but on the forward member of the fork, and the rocker arms act only as distance rods to preserve proper relation of the forks, and carry no direct vertical load whatsoever.

A POWERFUL LONG STROKE MOTOR with Imported Ball Bearings, Mechanical Valves and Integral Cams and Gears.

ALL MODELS HAVE FREE ENGINE CLUTCHES. SEND FOR CATALOGUE OF
"THE FINEST MOTORCYCLE IN THE WORLD"

READING STANDARD CO., 310 Water St., Reading, Pa.

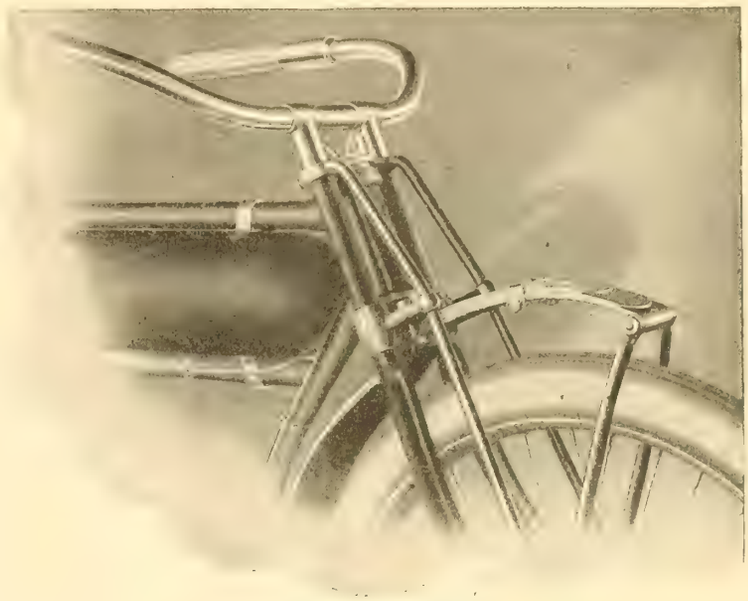
READING STANDARD

READING STANDARD

READING STANDARD

POPE
Motorcycle

With Imported Magneto
$165



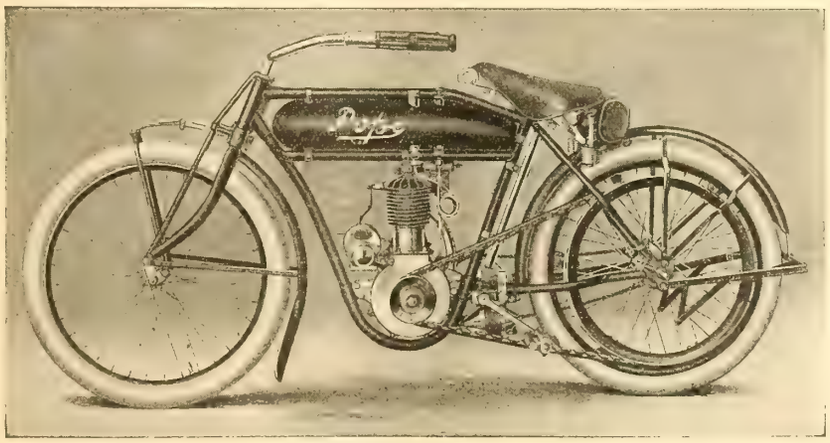
Pope Spring Fork

A Spring Fork That Does What Other Spring Forks Are Designed to Do

The smooth riding qualities of the Pope Motorcycle make it a most comfortable machine in action. It glides along almost without vibration or jolting due to inequalities in the road. The shocks which would ordinarily result from the concussion of the front wheel are taken up by a particularly effective spring fork.

This Spring Fork Is Distinctly a Pope Feature

As the illustrations show, it is of the leaf spring type. The road shocks are transferred through the rocker plates and connecting rods to a resilient four leaf high grade steel spring, where they are completely absorbed in the same direction from which they came, instead of against the rider and the machine itself. This type of spring fork has proved superior to other devices of similar design in that it actually does what other spring forks are designed to do. The Pope Spring Fork is strongly constructed and handsome as well as correct in design.



Send for Complete New Catalog. **Let Us Give You Details of 1912 Eclipse Free Engine Pulley.** **Some Choice Territory Still Open.**

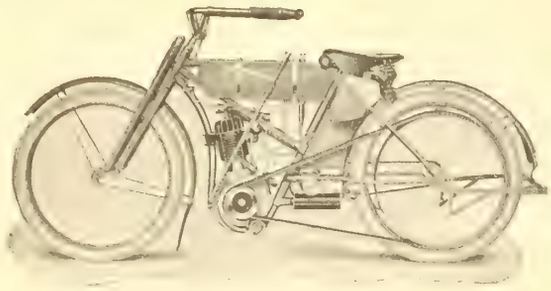
THE POPE MANUFACTURING COMPANY, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. Keenan Co., Portland, Ore.
Northwest

C. L. Smith Los Angeles
Southern California

Kimball-Upson Co., Sacramento
Northern California and Nevada



Model "M" Battery, $160

W-A-G-N-E-R
MOTORCYCLES

Are Backed by an 11-Year-Old Reputation

Eleven years devoted to Designing, Refining, Improving and Perfecting this Splendid Machine.

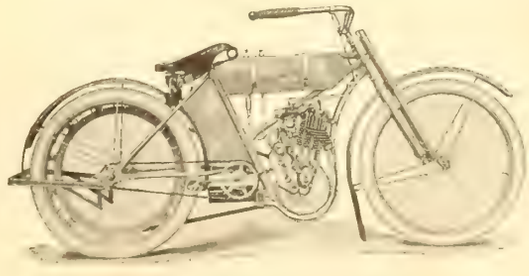
THINK WHAT THIS MEANS TO YOU

Prices 1912 Models
$160 to $200

Complete 1912 Catalog Ready

WE CAN GUARANTEE
IMMEDIATE DELIVERIES

Wagner Motorcycle Co.
ST. PAUL, MINN.



4-12 Model—Magneto, $200

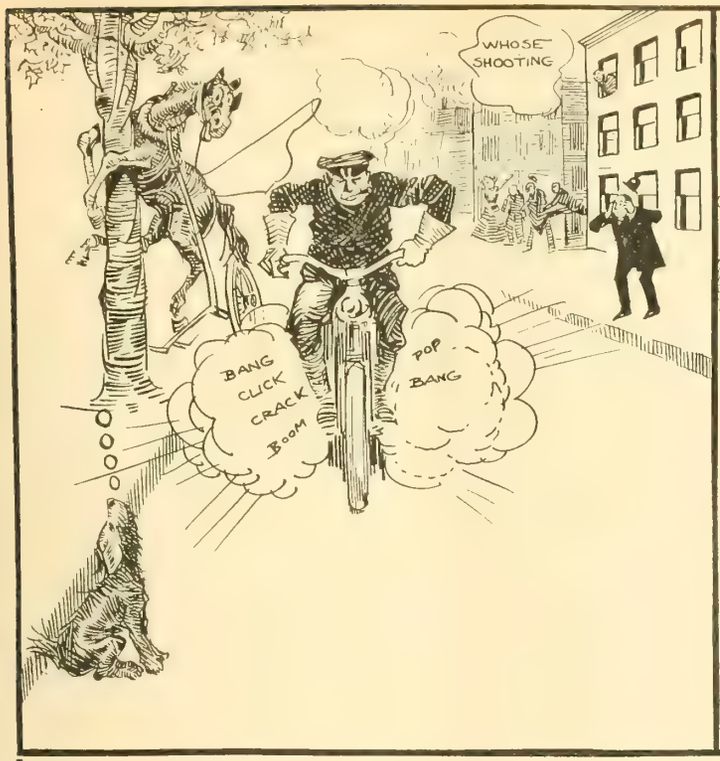
J.W. GRADY & CO. WORCESTER, MASS.

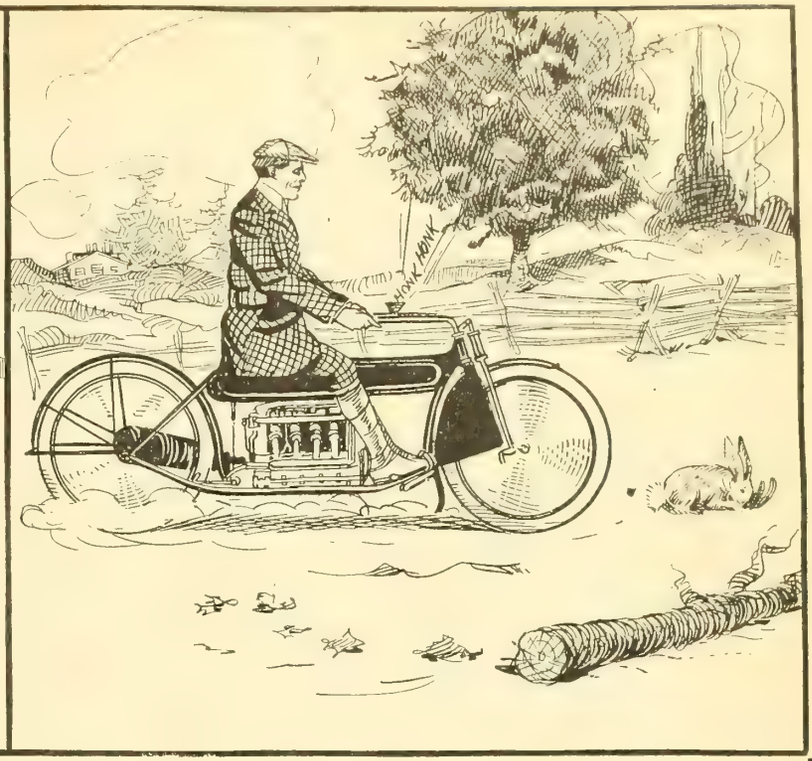
WE have just purchased the entire stock and good will of the Bi-Motor Equipment Company, Boston, Mass., on their bicycle line. They are to discontinue handling all bicycles and bicycle supplies, and it is our intention to take care of all the orders which they have turned over to us and take care of their trade for the coming season.

J. W. GRADY & CO.
WORCESTER, MASS.

Hudson, New England and Dayton Bicycles

New England Distributor "Excelsior"



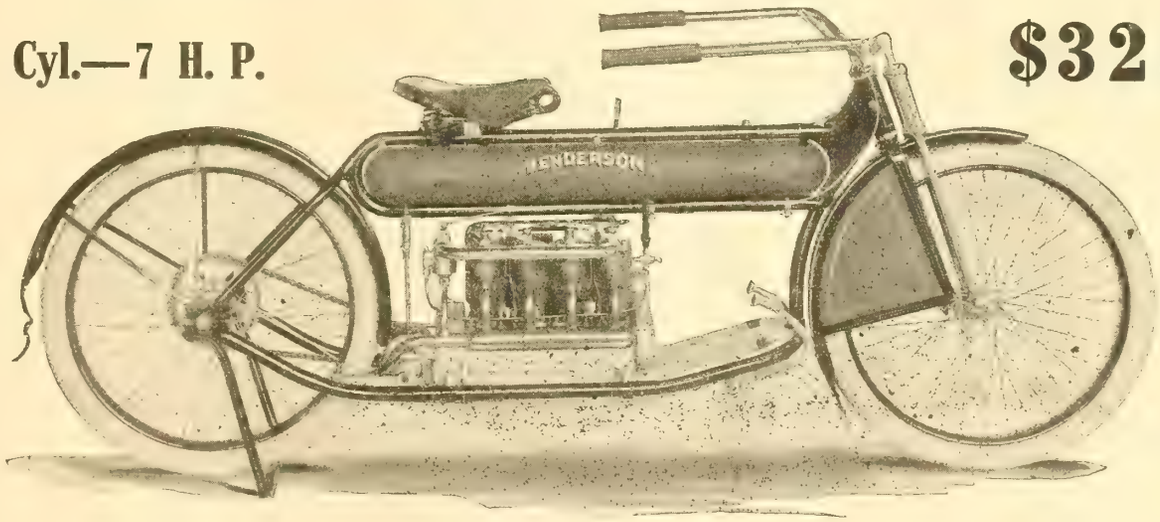


The Ordinary Motorcycle is Noisy **The Henderson is Quiet**

THE HENDERSON

is a quiet, comfortable, vibrationless, powerful, flexible machine that appeals only to people who want the best.

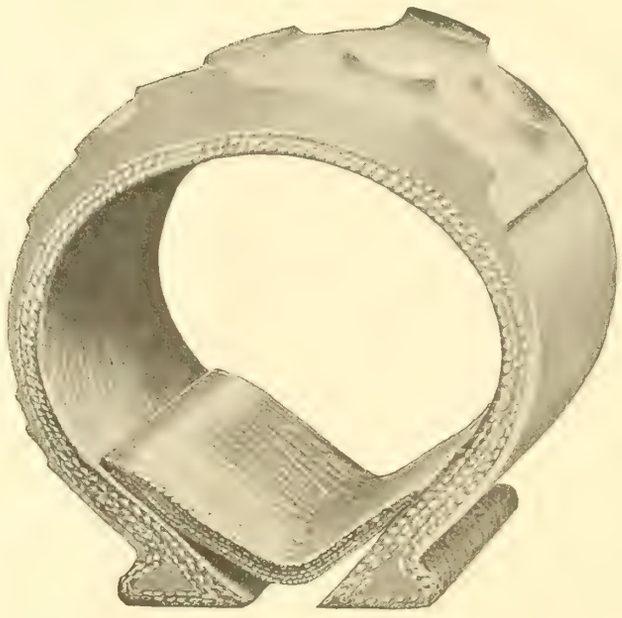
4 Cyl.—7 H. P. **$325**



DEALERS The Henderson is different. It does not conflict with your line. It appeals to a class that would not ride a single or twin.

HENDERSON MOTORCYCLE CO., 268 Jefferson Ave., Detroit, Mich.

CONTINENTAL-ERIE MOTORCYCLE TIRES



THIS tire is built in *one style* tread only. It combines the expert knowledge of our years of tire manufacturing experience with only the best materials that money can buy.

The fact that such machines as the EMBLEM, EXCELSIOR, MERKEL, HARLEY-DAVIDSON and YALE use Continental-Erie Tires as regular equipment is proof conclusive that they are absolutely the best. Discriminating manufacturers now-a-days do not guess at the quality of their equipment, but make critical tests before acceptance. They tested Continental-Erie Tires with other makes and judged correctly—they are, without doubt, the best in the world.

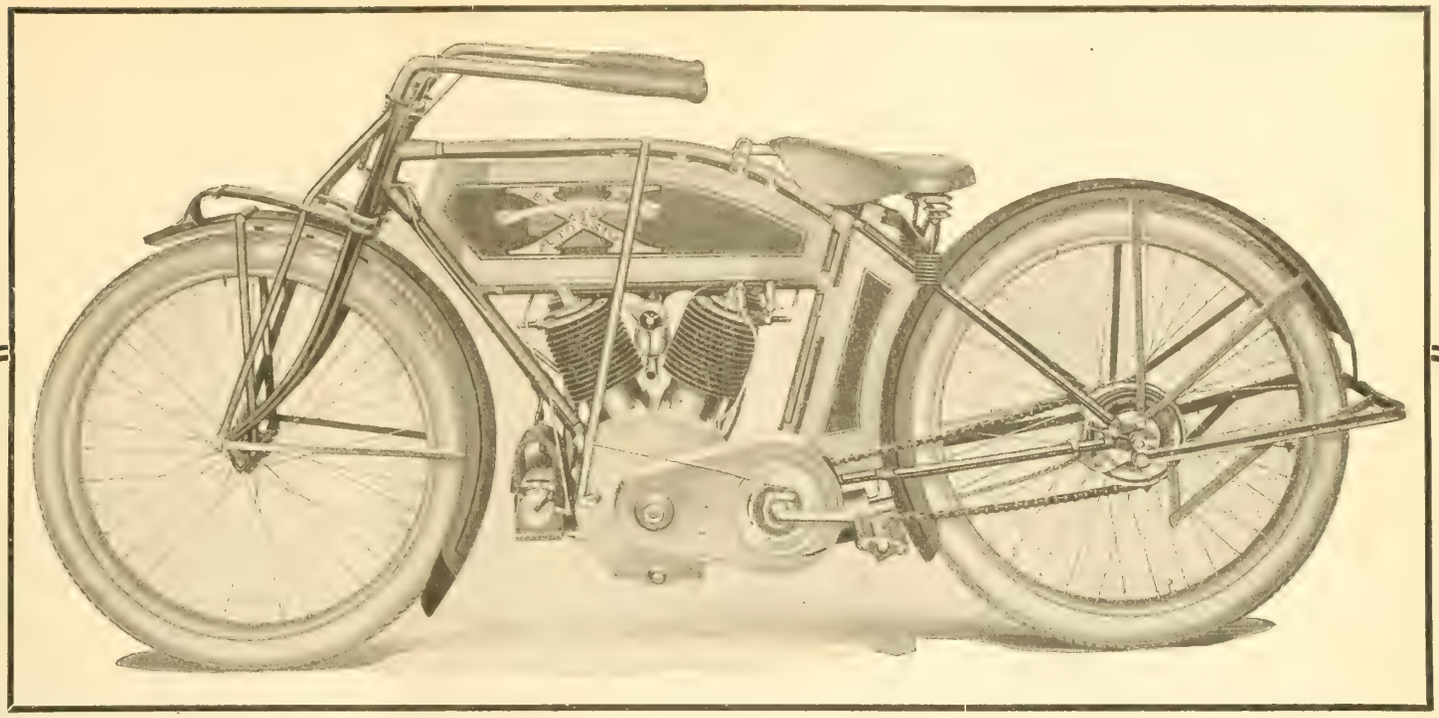
Ask Your Jobber — He Knows

CONTINENTAL RUBBER WORKS

NEW YORK BRANCH
135 Murray Street

ERIE, PA.

CHICAGO BRANCH
131 North Canal Street



6 Models **$175-$250**

Your Excelsior Engine Made Good Before It Ever Went to You

The engine on every Excelsior Auto-Cycle is put through a grueling test for hours. On our testing blocks even the minutest defect cannot escape our careful inspectors. Reliability is the natural result of such methods of manufacture.

Re-orders tell most forcefully the story of Excelsior reliability. The Detroit Police Department just purchased 10 more Excelsior Auto-Cycles. Police service demands reliability and dependability—that's why Detroit chose the Excelsior. In the test of every sort of hard service the Excelsior Auto-Cycle always makes good.

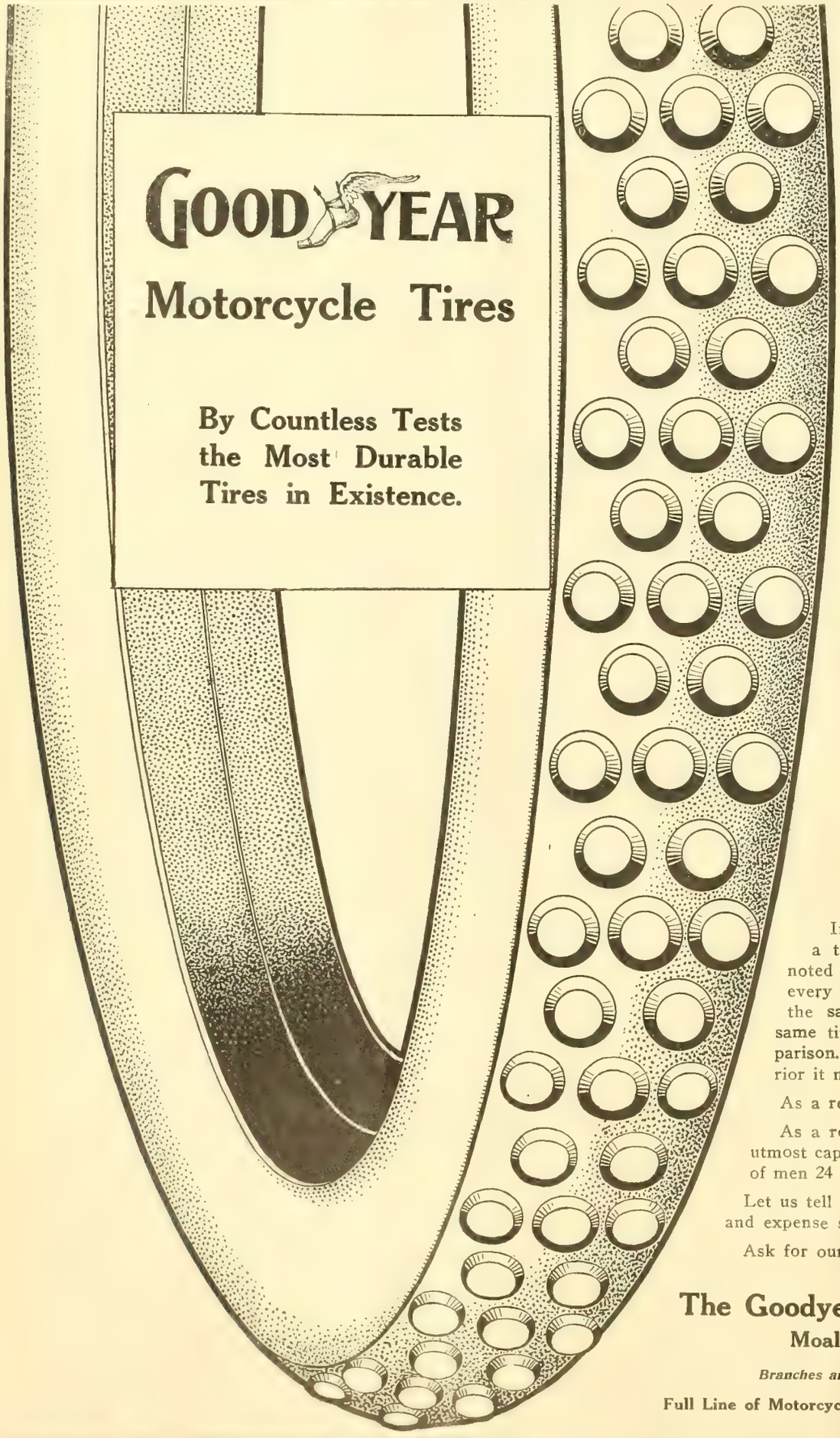
Our free illustrated catalog will give you more facts about the Excelsior.

EXCELSIOR MOTOR MFG. & SUPPLY CO.

2202-2258 Union Street, Chicago

DISTRIBUTING AGENTS:

W. H. Whitesell, Los Angeles, Cal.
Mead Auto-Cycle Co., Denver, Col.
S. T. Kellogg, Bridgeport, Conn.
J. W. Grady & Co., Worcester, Mass.



"Brothers" to No-Rim-Cut Auto Tires

Perfect motorcycle tires based on 13 years' tire building experience and built by the makers of No-Rim-Cut tires—

—Tires that the 16 greatest motorcycle makers have contracted for, for 1912—

—Tires that in strength and endurance are supreme; and that in speed

Holds Every World's Record

—both Amateur and Professional.

Such are Goodyear Motorcycle Tires—tires with real records of achievement back of them.

These **proven** tires, built on unfailing Goodyear **Tire machines** don't cost you a penny extra for the trouble and expense they **save.**

How We Prove Goodyear Durability

Our endurance claim **is supported** by a comparative **test.** No room is left for doubts.

In this test we **wear down** our tire on a tire-testing machine. After we have noted the "mileage" rendered, we subject every other make tire to the same test—to the **same** number of revolutions on **the same** tire testing machine. **Then the comparison.** If our tire isn't shown to be superior it never reaches the market.

As a result we KNOW our tires.

As a result the demand for them taxes the utmost capacity of our factory, working 3 shifts of men 24 hours a day.

Let us tell you more about these trouble, worry and expense saving motorcycle tires.

Ask for our Book on Motorcycle Tires.

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

Full Line of Motorcycle Tire Accessories

THE BICYCLING WORLD (FOUNDED 1877) and MOTORCYCLE REVIEW

Vol. LXIV. New York, U. S. A., Saturday, March 9, 1912. No. 25

MOTORCYCLE RIMS STANDARDIZED

Important Action by Clincher Tire Association—Definite Sizes Adopted—Rims to Be Officially Stamped Hereafter.

Cleveland, March 4.—Definite standards for motorcycle rims were adopted at a meeting of the Clincher Tire Association here to-day. The size of hook used at present will be retained, and the rim-sections standardized accordingly. The clincher section of motorcycle rims will be the same as automobile rims in general contour, but the dimensions between clinches will be different, of course. All rims hereafter made will be inspected by representatives of the tire association, and those approved will be stamped with the official brand. There will be three sizes of rims, designated as follows:

Double A—For 1½ and 2 inch tires.
Double B—For 2¼ and 2½ inch tires.
Double C—For 2¾ and 3 inch tires.

The width between clinches on respective rims, will be as follows:

Double A—1.012 inches.
Double B—1.042 inches.
Double C—1.076 inches.

All rims are to be of stock not less than ⅛ inch at the clinches, but may be less at other points. It also was decided that the cross section of the largest tire applicable to any rim, multiplied by two, and the result subtracted from the tire diameter, will be the tire seat diameter.

Dealers of Detroit Form Organization.

Detroit, Mich., March 5.—To further the interests of both motorcycling and bicycling is the avowed object of the Detroit Motorcycle Dealers' Association, just organized in this city. Seven firms have become identified with the movement, viz.: Economy Cycle Supply Co., Wm. E. Metzger Co., Excelsior Auto-Cycle Co., W. E. Wandersee, J. B. Trossel, West Side Motor Co. and L. F. Stecher.

The plan of activity mapped out is to promote races and other contests, regulate sales and generally improve the condition of the business. A banner year is anticipated, and every tradesman reports an active demand.

Another Motorcycle Factory for Detroit.

Lansing, Mich., March 5.—With the expressed object of engaging in the business of manufacturing and selling motorcycles, the Triumph Manufacturing Co. has filed articles of incorporation for the sum of $75,000 with the Secretary of State of Michigan. Detroit is given as the contemplated location of the factory and general offices.

Prominent Detroiters are rumored to be backing the new venture. It also is known that Robert M. Brownson and George W. Sherman, who formerly were connected with the Flanders Mfg. Co., Pontiac, will be identified with the new company and that an organization of designers and builders having long experience in the motorcycle industry already has been secured.

Fafnir Bearing Co.'s Annual Meeting.

At the annual meeting of the stockholders of the Fafnir Bearing Co., New Britain, Conn., the following officers were chosen: Howard S. Hart, president; E. C. Goodwin, vice-president; E. H. Cooper, secretary-treasurer; directors, the above, and N. P. Cooley, J. E. Cooper, E. A. Moore, F. G. Vibberts. The company manufactures ball bearings.

Richel Joins New Era Selling Force.

Cleveland, O., March 6.—Edward Richel, of this city, has joined the traveling staff of the New Era Auto-Cycle Co., of Dayton, O. He was formerly of the selling staff of the Casino Cycle and Supply Co., being Manager John Zucker's leading Thor salesman.

TORONTO AS A TRADE CENTER

Heavy Increase in Number of Agencies—British Side Cars for Americans—A Tradesman's Yarn.

Toronto March 5.—From a trade standpoint, Toronto should soon be a leading motorcycle center. During the past few weeks no less than six new agencies or branch stores have been opened up in that city, so that now the city is well "covered." The Indian is thoroughly represented by four branches, three of which have just been established, as follows: H. S. Hodgkinson, 295 Broadview avenue; Licence's, 1752 Dundas street, West Toronto, and Walter Andrews, Yonge street. A new Flanders sub-agency has been placed with the Toronto Motorcycle Supply Co., 269 College street, which has also secured the underslung Militaire selling rights, while the Emblem has also gained a foothold, Hyslop Bros., Shuter street, having been appointed representatives for that make. W. H. Dunne, the Thor agent, with headquarters at 1492 Queen Street West, has opened a second emporium at 368 Yonge street, almost directly opposite two other motorcycle stores. There are now about 18 motorcycle dealers in the Canadian metropolis.

Toronto dealers are finding a market for British side cars in cities of the United States located near the border. A. F. Humphrey, the agent for the Flying Merkel in the Ontario capital, recently shipped a consignment of six Gloria baskets to H. L. Peters, the Harley-Davidson agent at Buffalo, and transactions with other dealers are pending.

Ken McColl, the Harley-Davidson agent at London, Ont., has a thrilling story to tell to his many friends. He claims to have been chased by a train for five miles while

out riding on the tracks one day last week on a H-D machine near London. He declares that he happened to be standing between the rails with his mount when he heard the engine's whistle. He had only a second in which to start, but he was away like a flash, with the flier in pursuit. The London station was five miles away, but he saw the depot before the locomotive engineer did, he asserts. McColl does not explain why he did not simply get off the tracks when he heard the train, or how he was able to ride over the cattle guards at the road intersections. The Londoner was the hero, however, during the Toronto show, which he constantly attended.

Fred T. Kerr, of London, has taken over the Emblem agency for that city, making the second distributing point in Ontario for that make.

Sun Motor & Supply Co.'s New Location.

After April 1 the Sun Motor and Supply Co., New York City, will be located at 307 Amsterdam avenue, between 74th and 75th streets. The company, which handles the Excelsior, N. S. U. and Flanders lines, now is quartered at 206 West 76th street, a location it has occupied for years. The new store is located on a more traveled thoroughfare, and the entire establishment will be situated on one floor. It has been the experience of the company that a side-street location is not conducive to the stimulation of retail business, because of the limited traffic. The new location is very convenient to the 72d street subway station, and but one block away from Broadway. While the new quarters will be smaller, the decreased space will be compensated for by greater suitability for the business.

HUB A BUSY CYCLE MART

Merkel Looking for Branch Site on Columbus Avenue — Grady Buys Bicycle Business of Bi-Motor Equipment.

Boston, March 7.—Edward Buffum has been in this city looking over sites to open a distributing branch for Merkel motorcycles and Racycle bicycles. It is believed that a site on Columbus avenue is being considered, and if such is the case it will add considerably to Boston's "Motorcycle Row," as it will mean that the Excelsior, Harley-Davidson, Yale, M-M, Pope and Merkel will all be located within one block of each other.

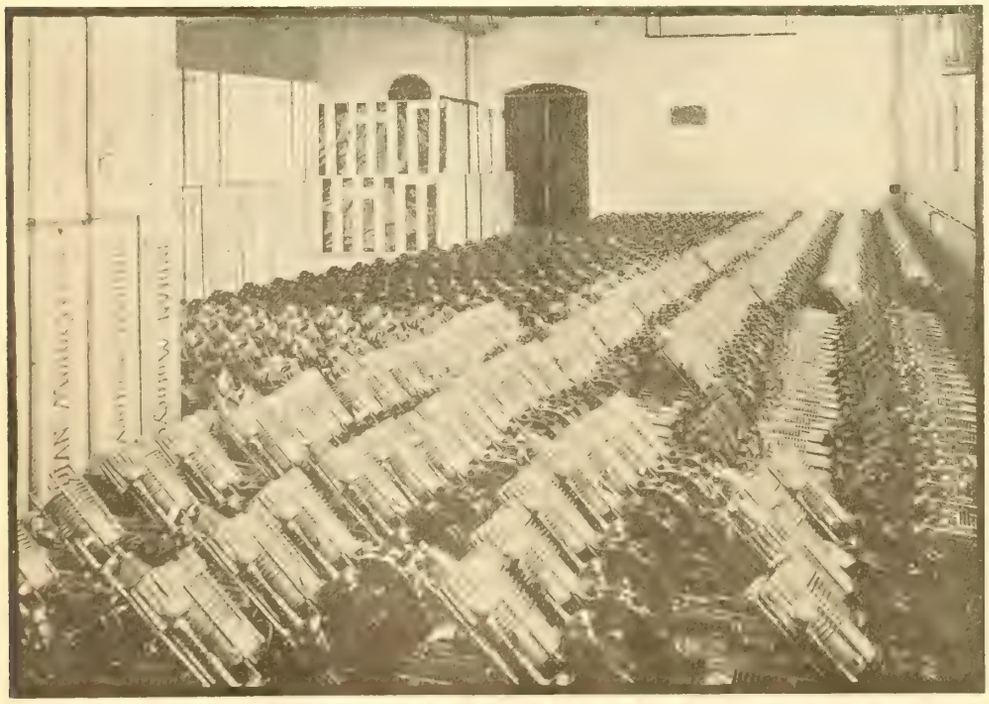
The Hub Motorcycle Co. is holding a motorcycle show of its own this week, during the progress of the automobile show at Mechanics' Building. A full line of Excelsiors is on display.

Wilson Bros., one of the largest jewelry concerns in Boston, have announced that they have taken the agency for the Pierce motorcycles, and will also take on some other machine.

The business of the New England Motorcycle and Bicycle Company has grown to such an extent that it has been found necessary to enlarge its store, more than 50 per cent. having been added in floor space.

Samuel Meyerow has opened a motorcycle store at 17 Cooper street. It is understood that he will carry a full line of Eagle motorcycles and supplies.

J. W. Grady & Co., of Worcester, Mass., have purchased the entire stock and good will of the bicycle business of the Bi-Motor Equipment Company, Boston, Mass. The latter concern will hereafter devote its entire attention to automobile and motorcycle supplies.



A CORNER OF THE INDIAN FACTORY SHOWING MOTORS READY TO INSTALL.

No Delay in Delivering Indians.

As long ago as last summer the Hendee Mfg. Co. was convinced that the season of 1912 would be the greatest one yet seen in motorcycling, and that the difficulty would not lie in the direction of selling machines but in filling orders. To anticipate as far as possible any delay of this sort, and to insure all Indian agents and intending purchasers of prompt delivery, preparations were commenced early in the manufacturing season, and the entire big factory was put under high pressure months earlier than has been customary. Provision was made for all of the changes in the 1912 models, and the component parts were piled up as rapidly as possible.

One of the results of this policy can be seen in the accompanying photograph, which shows a corner of one of the stock rooms at the Indian factory. There are between 1,200 and 1,500 motors in the regiment on the floor. At the right hand and in the foreground are seen the 7 horsepower twins, while at the left side of the picture, in the distance, is a fine assembly of the big 4 horsepower single-cylinder motors. Everyone of these motors is absolutely new, and a 1912 model throughout, and there is not a single "warmed over" 1911 motor in the whole lot.

In addition to these motors there was another similar regiment along the opposite wall of this floor, while the end of the room not shown and all of the middle portion is piled up with crates containing complete machines ready for shipment. A view taken from the door shown in this picture and looking down the room would show 700 or 800 machines in crates.

This is merely a reserve stock, for the entire factory has been running overtime for three months.

Baker Adds a Mezzanine Floor.

Although F. A. Baker & Co., 10 Warren street, New York City, are the largest motorcycle and bicycle concern in the city, they are expanding again. The offices have been located on a mezzanine platform at the rear of the store, releasing the entire street floor for the sales and stock departments. Additional warehouse facilities on Warren street also have been secured, and coincident increases in the staff of employees have raised the force to 25 persons. Several new motorcycle accessories will be introduced soon.

Hub Cycle Offers Novel Tire.

Boston, March 7.—The Hub Cycle Co., 40 Portland street, is offering a new single tube bicycle tire of unusual type. It is claimed that the construction is such as to render the rubber impervious to injury by oiled roads.

TRADE BRISK IN GEORGIA

Dealers Prosperous at Augusta — Local Authorities Adopt Motorcycle for Many Uses—Race Meet April 26.

Augusta, Ga., March 5.—With the coming of that good kind of sunshiny, bracing weather, motorcycle dealers in Augusta now report more inquiries and a larger number of prospects than at any time previous. With deliveries already made and the orders booked for immediate delivery dealers have sold something over 20 1912 models within the past ten das. The machines mostly in demand are twins.

That the county authorities and the city of Augusta recognize the adaptability of the motorcycle to their needs is indicated by the fact that they now have in use six machines. A single-cylinder machine is used by one of the county police. The city of Augusta has five machines, four singles and one twin, and has recently placed an order with a local dealer for two 1912 twins to be delivered at once. Three of the city machines are used by the police department, one by the superintendent of street cleaning and one by the mayor's messenger. The new twins are ordered for the police department, and it is generally supposed they are getting them with an idea of having something fast enough to chase down the speed fiends and bring them into court.

A match race right on one of the main streets during the busiest part of the day recently created somewhat of a sensation in Augusta. Mounted on fast twins and racing wide open across town and some 10 miles of country road and then back to the starting point was the novel "stunt pulled off" between a local dealer and one of the boys to stop an argument and settle a bet. For obvious reasons, the names of the riders cannot be mentioned. At the conclusion of the affair both participants expressed themselves as satisfied. Even the dealer, who lost the race and, incidentally, the bet, said he had had his money's worth.

The Augusta Motorcycle Club is making good headway with plans for the race meet to be held on April 26. They now have promises of entries from more than a dozen riders from near-by towns.

Trade Prospects in Southern States.

Returning from a six weeks' Southern trip in the interests of the Consolidated Mfg. Co., Toledo, Ohio, F. E. Bremer says: "The outlook for a big motorcycle business in this territory this year is very bright indeed, judging from local conditions. Take Galvestor, Texas, as an illustration. This is one of the livest motorcycle cities in the South. The people there are prosperous, have elegant roads and are disposed to buy motorcycles. Many machines are ridden in that section. John Christiansen & Co., Yale agents for that city, just have broken ground for a three-story brick building which will cost $30,000. It will be located on Fremont street, one of the main thoroughfares of the city, and will accommodate a large number of motorcycles, and also offer first-class facilities. Motorcycles are used largely for commercial purposes in the South. As an example, the post office special delivery messengers in Galveston own their machines, and there are other enterprising local youngsters with a knack for business who have bought motorcycles and are clearing from $5 to $6 a day, delivering merchandise for druggists."



STORE OF W. E. STRONG, HARLEY-DAVISON AGENT, AT OWEGO, N. Y.

Emblem's Agency List Rapidly Increases.

The W. A. Doubleday Co., 517 South Salina street, Syracuse, N. Y., has taken the Emblem agency in that city.

C .Otis McCarty will be one of the few motorcycle exhibitors at the automobile show to be held in Watertown, N. Y., the last week of March. McCarty has just taken the Emblem agency and will start his campaign for spring business with a timely display of 1912 models, in both single and twin types.

Browning Bros., well and favorably known in Utah, have signed up for a quantity of Emblem motorcycles. They will handle the retail end in Ogden, and will appoint sub-agents in various parts of Utah.

The Wichita Bicycle Shop, of Wichita, Kan., has changed its title, and will hereafter be known as the Dickson Cycle Co. The firm last week signed for a goodly quantity of Emblem motorcycles, and will represent this make exclusively.

Some of the new Emblem agencies appointed last week were: Taylor Bros., Oklahoma City, Okla.; A. F. Mueller, Evansville, Ind.; Moultrie & Maginni, Yonkers, N. Y.; J. C. Stafford, Fort Wayne, Ind.; Clinton E. Carpenter, Grand Rapids, Mich.; E. E. Fenn, Bloomington, Ill.; Smith & Wolfe, Denver, Colo.; H. J. Kingsbury, Kalamazoo, Mich., and William Lintener, South Bend, Ind.

For New Eigland: Groise Bros., Holyoke, Mass.; United Cycle Co., Hartford, Conn.; L. P. Elliott, Attleboro, Mass.; R. G. Davis Automobile Co., Providence, R. I.

The Wagner in Five Kansas Counties.

The Hagstrom Bros. Mfg. Co., of Lindsborg, Kan., maker of the motorcycle plug of that name, has taken the agency for Rice, Reno, Harvey, Marion and McPherson counties for the Wagner motorcycle, and that branch of their business will be conducted under the personal supervision of P. E. Zimmerman, known as "Zim," and who works at the game of advertising manager when not engaged in motorcycling.

Zimmerman is the district F. A. M. commissioner, and will be captain in charge of a division on the big central district tour through Kansas, Colorado, Wyoming and Nebraska next August.

New Britain Machine Co. Elects Officers.

At the annual meeting of the stockholders of the New Britain (Conn.) Machine Co., the following officers were chosen: Frederick G. Platt, president; Robert S. Brown, secretary; H. E. Irwin, assistant secretary; H. H. Pease, treasurer; H. Buol, assistant treasurer and superintendent; directors, Frederick G. Platt, Robert S. Brown, A. Buol, H. H. Pease, C. J. Parker, A. H. Abbe, M. C. Swift, C. M. Jarvis, A. J. Sloper. The company is developing a motorcycle.

Krackowiser Leaves Schickel Motor Co.

H. J. Krackowizer, New York City, has resigned his connection with the Schickel Motor Co., Stamford, Conn. He has several offers under consideration.

UNLEASHING THE NEW GREYHOUND

Youngest Member of Old Family Perpetuates Features of Breed—To Issue in One Model Only.

Tracing its ancestry back to the first Thomas Auto-bi, which appeared in 1900, the Greyhound of ,912 is presented by the Greyhound Motor Co., Buffalo, N. Y., without radical change over the 1911 model. Of course, the distinctive Greyhound characteristics of the shock absorbing seat post, cushion fork and simple motor are retained. In general, the machine follows standard practice throughout. It is made in one model only—a 4½ horsepower single, with flat belt drive, and lists at $175.

Cylinder and head are an integral casting, the cylinder dimensions being 3¼x 3 11/16 inches, which is said to be just inside the 30½-inch limit. The cylinder is offset forward of the main bearing, a practice which is claimed to reduce the wear on the cylinder wall and the rod thrust on the bearings. The inlet valve is automatic, and both valve and valve ports are unusually large. Twenty-four-pound fly-wheels are used, the employment of which are said to afford easy starting and smooth running. In the flywheel and crankshaft group, unit construction is used, the whole being a forging, and eliminating the use of bolts and nuts.

Battery and coil ignition is standard equipment. The gas plant is either Heitger or Breeze carbureters. Gravity feed lubrication is used, the oil flowing through a sight feed glass below the tank, to the right crank bearing, from which it drains to a well beneath, and thence is carried to other bearings through a combination centrifugal and direct splash oiling system. Of the keystone type, withthree-point motor suspension, the frame incorporates the sloping top bar to afford a low riding position. It is reinforced at all connections, and is 21 inches high. The fork is of the cartridge plunger type, the main fork being suspended on links at the lower end, and on a telescoping spring barrel at the top of the stem. Heavy construction is used in making the fork, and the suspension is said to be worked out in such manner as to give instant response to road obstructions, together with equal division of the strain and load among the members.

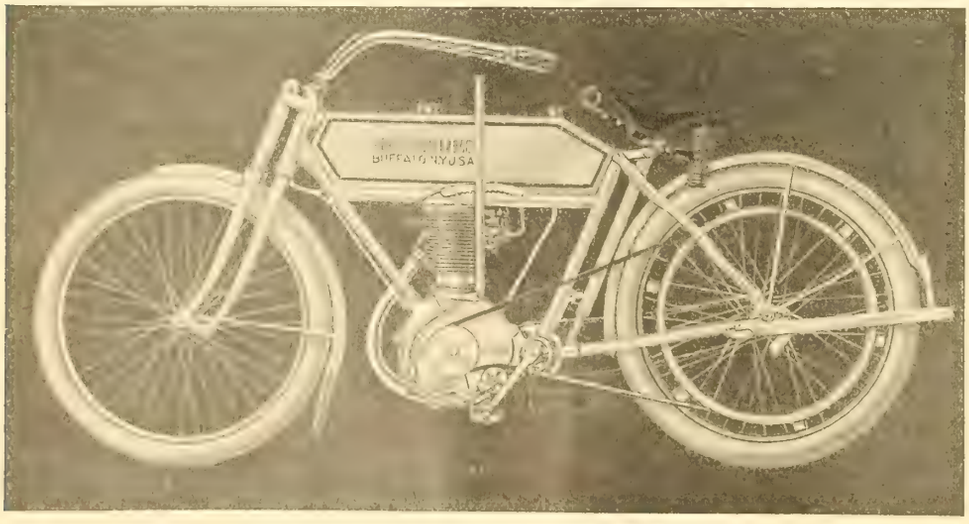
Three-in-one combination tanks are fitted with separate compartments for gasoline, oil, batteries and coil. The capacity is six quarts of gasoline and two quarts of oil. Needle fuel shut-off valves are provided, and also large filler caps. Handlebars are long, and are so fastened to prevent turning under sudden strain. Double-grip motor controls of the Bowden cable system are used.

Belt tension is regulated by a hand operated idler, which affords a free engine within limits. An eccentric hanger permits of independent chain adjustment. The wheel base is 56 inches, and the finish French gray, with blue striping.

Standard equipment includes a 1¾-inch Spartan belt, 28 inch wheels with single clinch rims, Eclipse hubs, 2½-inch standard tires, 3½-inch rolled steel fenders, with forward extension and lower front splasher; rubber motorcycle pedals, Mesinger cavalry saddle, Persons tool kit and tools. coaster brake and rear stand.

Stewart & Clark Minnesota Branch Moves.

Minneapolis, Minn., March 5—The Stewart & Clark Mfg. Co. has removed its branch in this city from 45 South Tenth street, to 1202 Hennepin avenue, where much larger quarters have been secured. The new store is more conveniently located and has facilities for installing speedometers. T. J. Snelling will be in charge, and A. H. Champlin, formerly the manager of the branch, will call on the Minnesota trade outside of this city and St. Paul, and his territory will also include Iowa.



GREYHOUND KENNELS OFFER 1912 4½ H. P. SINGLE AT $175

NEW DEPARTURE PATENT VALID

U. S. District Court Sustains Coaster Brake Patent—His Important Bearing on Anti-Trust Case.

Judge John R. Hazel, of the United States District Court at Buffalo, has issued a decree sustaining the coaster brake patents held by the New Departure Mfg. Co., of Bristol, Conn. On November 30, 1910, this company complained that the Forsyth Mfg. Co., of Buffalo, was manufacturing a coaster brake which infringed on their patents.

The decision of the court allows every claim made by the New Departure Mfg. Co. and ordered that a perpetual injunction be issued restraining the Forsyth Mfg. Co. from making, using or selling the coaster brake of their manufacture. The decision holds that the New Departure patents are good and valid, and cover the "original, first and true invention" of the coaster brake. By this decision the New Departure Mfg. Co. recovers all the profits, gains and advantages which the Forsyth Co. has received by reason of the infringement, together with damages and all costs of the case.

The court has appointed Harris S. Williams, of Buffalo, special master to go over the books of the Forsyth Mfg. Co. and determine the amount to be paid by that company to the New Departure people.

The New Departure Mfg. Co. was one of the six companies and eighteen individuals indicted by the last Federal grand jury at Buffalo on a charge of violating the Sherman anti-trust law. A petition to have the indictments quashed is now pending before Judge Hazel. The companies indicted are the New Departure Mfg. Co., Bristol, Conn., licensor, and the Corbin Screw Corporation, New Britain, Conn.; the Aurora Automatic Machinery Co., Aurora, Ill.; the Eclipse Machine Co., Elmira, N. Y.; The Miami Cycle & Mfg. Co., Middletown, Ohio, and the Buffalo Metal Goods Co., Buffalo, N. Y. The last five companies named are licensed to manufacture under the New Departure patents.

The Federal authorities admit that these indictments grew out of the action against the Forsyth Mfg. Co.

The importance of this decision, which so thoroughly maintains the validity and value of the New Departure patents, is emphasized, because the Government has insinuated all through the indictment proceedings that the New Departure patents are not of value, and are simply being used as a cloak for restraining trade in violation of the Sherman anti-trust law.

William F. Hanavan, Buffalo, N. Y., has secured the local representation for Excelsior Motorcycles.



G. H. SQUIER, the "Fat Spark" A. B. COFFMAN, the "Human Dynamo"

Coffman Adds Squier to Sales Force.

Throughout Indiana, Ohio, West Virginia and Western Pennsylvania the motorcycle trade will from now on feel the full effect of a "human dynamo," backed by a "fat spark." A. B. Coffman, sales manager for the Consolidated Mfg. Co., manufacturer of the Yale motorcycle, is the "human dynamo," and he has been pushing sales in the territory mentioned for a long time. He has just added a "fat spark" to the Yale sales department in the person of G. H. Squier, who went to work for the Yale on March 4. He was formerly with the Flanders Mfg. Co., but severed his connection with that concern on February 29.

More Indians for Motorcycle Cops.

Orders for 18 new 7 horsepower twin-cylinder Indians of the 1912 variety have been placed with the Hendee Mfg. Co. by the Hudson County (N. J.) boulevard commissioners, for the equipment of motorcycle policemen for that famous thoroughfare.

The W. E. Metzger Co., Indian agent at Detroit, Mich., also report the sale of six new 1912 twin-cylinder, 7 horsepower Indians to the Detroit police department, to augment the force of 12 Indians which the department already has in use.

Jottings from the Chicago Trade News.

Chicago, March 7.—Fred Huyck, ex-racing man, and local distributor for the Merkel, has taken on the Henderson four-cylinder, of Detroit. His territory consists of Cook, Will, DuPage and Kane counties. The Merkel will be continued, of course.

Harvey Bernard, also of the speed camps, is going to sell motorcycles, too. He has the Merkel agency for Oak Park, a Chicago suburb.

Harley-Davidsons for Baltimore Police.

Baltimore, March 1.—The Chase Motor Co., representatives for the Harley-Davidson, report the sale of three more machines to the police department. This makes nine machines of this make now in use in the department. The Chase firm reports many sales to business houses. Inasmuch as the Monumental City has been rather backward in cultivating the motorcycle, the awakening of business interests to the advantages of the machine are not without significance.

Wants All Tourists to Call on Him.

Ironton, Ohio, March 4.—R. D. Washington has established himself in business at 145 South Third street, this city, as agent for the Indian, and will also sell a line of bicycles. He is fitted up to do all kinds of general repair work. Being an active rider himself, he extends a welcome to all touring motorcyclists to visit his headquarters when in town, and has provided special accommodations.

Waverley Changes Name to "P. E. M."

Jefferson, Wis., March 6.—Paying a delicate compliment to their designer, Perry E. Mack, the directors of the Waverley Mfg. Co., maker of Waverley motorcycles, at a meeting held a few days ago, decided to change the name of the machine to P. E. M., the initials being those of Mack, it hardly is necessary to point out. The change in name was decided on, owing to the fact that as Waverley motors are being sold to the trade, it was deemed advisable to give the machine a distinctive individuality and exclusiveness, not possible where the name was linked with that of other motorcycles, through the use of the same motor.

In casting about for a new title, the directors decided that Mack's efforts were deserving of recognition, hence the adoption of his initials. Mack is a veteran of the bicycle era, having both built bicycles and raced them. His first motorcycle was put on the road in 1905, and three years later he began the development of the Waverley engine.

Result of Not Locking "Stable Door."

Omaha, Neb., March 2.—Victor H. Roos, agent for the Harley-Davidson and Yale, is mourning the loss of a brand new 1912 H-D battery single, No. 1432B, which he kept in his shed. On February 25 he neglected to lock the shed door and that night the machine was stolen while a heavy snowstorm was raging. Mr. Roos has offered a reward of $25 for information that will lead to the arrest and conviction of the thief and the recovery of the machine.

Gloversville, N. Y., March 4.—William H. Loft has opened a fully equipped motor and bicycle repair shop at 5 Prospect street.



BUFFALO CYCLE TRADE ASSOCIATION—A LIVE ORGANIZATION OF DEALERS


STEEP HILL
BETTER WALK
IF NOT EQUIPPED
WITH A
CORBIN
BRAKE
CORBIN
NEW BRITAIN
CONN., U.S.A.

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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 9, 1912.

Value of the Attractive Show Window.

With the view of stimulating interest in dealers that will redound to their own financial benefit as well as help educate the public to the delights of cycling of all kinds, this journal on another page makes an announcement of a prize competition for best decorated show windows.

Nothing so exemplifies the business acuteness of the merchant as the manner in which he displays his wares to attract the attention of the public. Many a man owes his success to his ability to display his goods attractively, and every dealer has enough at stake to make some effort, be it ever so small, to gain public favor by making a presentable showing of what he has to sell.

As an instance of what an attractive window will do, may be cited the case of a dealer in a Pennsylvania city, who started in business about a year ago, and through attractive window displays and judicious advertising has gained a place among the local leaders in the motorcycle and bicycle lines. Once a week or oftener the whole color scheme in his show windows was changed, and although the store was not on the main thoroughfare, people were attracted by the bright lights and artistic arrangements to go out of their way to view the exhibits made.

All of this has had a telling effect on trade, so much so that the dealer in question has sold forty of one make of motorcycle so far this season and an even hundred bicycles. The possibility of duplicating this record lies with the man in command of the business, and it is with the object of focusing attention on this possibility that this journal has established this photographic competition for window displays.

The publication of the photographs in these columns will be the medium for an exchange of ideas, the composite effect of which cannot help but have a stimulating effect on business in addition to materially improving the aspect of salesrooms. It will at least bring the subject directly before the one who should, for the sake of his own pocket, be the one most interested—the enterprising dealer.

Every business man likes the appellation of being a man of enterprise. This desirable characteristic does not consist merely in being a shouter. One can talk all day long about the virtues of an article of manufacture, but must show something as well to prove that he is in business, and in showing this "something" you must show it well if it is desired to impress the person who is the prospective purchaser.

For every man, woman or child who passes the door of your place of business is a possible purchaser. The result of an inspection of your show window on their part may not be an immediate purchase, but in many cases it is. If it is not, the seed has been planted for future business, and no one forgets a beautiful window display. It leaves a lasting impression on the observer and inspires him with a confidence in the man with whom he may do business—that the merchant's methods are progressive and up-to-date, and if his methods embody those principles, his goods must also partake of the same much desired characteristics.

Why Was Rule Revision Postponed?

At the F. A. M. Assembly at Buffalo last July a committee of 10 persons was appointed to revise the competition rules. A majority of the committee wrestled with the task at the Atlantic City trade convention in August, and, after several hours of fruitless discussion, selected three of their number as a sub-committee to redraft the rules and submit them to the committee of the whole for approval. This draft was sent out to the members not of the sub-committee February 1, with the request that it be returned as soon as possible, together with any suggestions or criticisms. Shortly after the redraft was sent out President Hamilton stated to a member of the committee that he desired the proposed new rules to receive the approval of the committee and become effective as soon as possible.

Now comes the decision to let the matter rest until the middle of the summer, and administer racing under the present rules, which are notoriously lax and as porous as a sieve. This action, in defense of which a thin and vague explanation is offered, is nothing short of a grevious error of policy, which appears to have no justification whatsoever. The sub-committee performed its duty, and the rules committee should have been allowed to complete the work and provide the competition department with a set of up-to-date regulations for the control of contests the coming season.

The F. A. M. officials well are aware of the numerous scandals and wrangles which arose at race meets and other events, both large and small, last year, particularly owing to the antiquity of the rules, the numerous loopholes in them, and the general disposition of contestants to "beat them" at every opportunity. This year there will be more contests than ever before, the present inefficient rules will govern, the old-time riders are well aware of the shortcomings and opportunities for sharp practice, and it will be nothing short of a miracle if more rowdyism, baiting of the referee and general disorder does not develop in track and road events the coming season than in all the years combined since the institution of motorcycle contests. Whatever disorder may occur largely can be laid at the door of those who sidetracked the proposed new rules for motives as yet unapparent. It is not too late to undo the harm.



March 16, New York City—New York Evening Journal annual athletic meet and two mile bicycle race, open, for the gratuitious entertainment of the newsboys of New York City, at the 22d Regiment Armory.

March 16, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 5, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 10, Buffalo, N. Y.—Motorcycle Manufacturers' Association spring meeting, at Hotel Statler.

April 13, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 14, Great Neck, L. I.—Second annual 17 mile motorcycle handicap road race on Long Island Motor Parkway.

April 14, Brooklyn, N. Y.—Atlas Bicycle Club first annual spring century run, open, Start from Prospect Park Plaza.

April 21, New York City—New England Wheelmen 15 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

April 26, Augusta, Ga.—Augusta Motorcycle Club, spring race meet.

April 26, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 28, New York City—Eastern Division, Century Road Club Association annual spring century run, open. Start from Columbus Circle.

May 5, Brooklyn, N. Y.—Invincible Motorcycle Club annual combined single and double century run—three classes, private owner, trade rider, and professional, open. Start from Bedford Rest, to Patchogue and Southampton and return. Rain date, May 12th.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open . Rain date, one week later, May 12.

May 30, Newport News, Va.—Peninsula Motorcycle Club's 88 mile road race for Virginia State championship.

May 30, Lancaster, Pa.—Lancaster Motorcycle Club race meet.

May 30, Washington, D. C.—Washington Motor Cycle Club's race meet at Bennings.

May 30, Long Branch, N. J.—Long Branch Cycle Club annual race meet; open Francis E. Miller, secretary, 554 Broadway, Long Branch, N. J.

May 30, Asbury Park, N. J.—Monmouth Cycle Club 25 mile handicap road race; open.

May 30, Long Island City, N. Y.—American Olympic Bicycle Team Committee 200 mile elimination race for qualified candidates for the American Olympic Bicycle Team, under the auspices of the Irish-American Athletic Club. Start and finish at Celtic Park, Long Island City.

June 16, New York City—Century Road Club of America, New York State Division, 50 miles handicap road race, Floral Park, L. I. Rain date, June 23.

July 4, New York City—Century Road Club Association, Eastern Division, 15 mile handicap road race, Pelham Parkway; open. Rain date, July 7.

July 7, Stockholm , Sweden—Olympic games under the auspices of the Swedish Olympic Committee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City. United States entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention. Committee of Arrangements, W. J. Surre, chairman; David Smith, L. M. Wainwright.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

August 25-28-September 1, Newark, N. J.—World's Bicycle Championships, Newark Velodrome.

September 8, New York City—100-mile record run; start and finish, Floral Park, L. I.; Eastern Division Century Road Club. Rain date, September 15.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I. Rain date, September 29.

This Day in Cycling History.

Saturday, March 9, 1878.—First meet and run of the Boston Bicycle Club, the first bicycle club formed in America, and which is still a very live organization. There were 14 bicycles of the high-wheel type and one tricycle in the run, and the start and finish of the run was at Trinity Square (now known as Copley Square), Boston. All the wheels used were of English manufacture, the Duplex Excelsior, made by Bayliss & Thomas, predominating. There were several Special Challengers, made by Singer Mfg. Co., another English firm. The tricycle was a Premier, made by Hillman & Herbert. There were no American-built bicycles at that date, except one or two of private manufacture.

Duties of Canada's Motorcycle Soldiers.

Toronto, Ont., March 5.—Plans have been perfected for the organization of the motorcycle scout corps at Toronto, which successfully passed through the experimental stage last season. The full strength of the "fleet," which will be attached to the signal department of the Canadian militia, will be 16 men, who will be divided into two companies of two sections each, making four mounts in each section. The officers will include a captain, two lieutenants and a corporal in each section, with a sergeant-mechanic. A full complement of clothing, arms and other supplies will be served out to each member of the rank and file. Camp duty will be necessary, but the government will pay a rental for the machines while in service, as well as supply gasoline and oil.

Wants Riding Partner for Long Trip.

Early plans for a motorcycle trip to California from Indiana on his Harley-Davidson are being made by Chauncey Ewing, an operator and gauger for the Ohio Oil Company at its big station south of Bluffton, Ind. With the aid of the Evening News and the Evening Banner, of that city, Mr. Ewing hopes to find a suitable partner for his long trip, although he intends to locate in California permanently, that being the home of his mother, of his sisters and of his brother, Prof. Will Ewing, a professor at Leland-Stanford University.

New Connecticut Licenses Are Now Due.

All motorcycle operators' licenses issued by the Connecticut authorities expired February 29, and the taking out of new permits for the coming year is at flood tide. The recently enacted motorcycle regulations are more onerous and the fees are higher.

PRIZES IN GOLD FOR LIVE DEALERS

To Encourage the More General and More Effective Use of the Show Window by Dealers, This Paper Presents in the Following a Liberal Offer of Prizes.

Commencing immediately, and closing August 1, 1912, The Bicycling World and Motorcycle Review has arranged a Window Display Competition open to all dealers in motorcycles, bicycles, or both.

The obvious purpose of this contest is to encourage the more general use of attractive, business compelling window displays.

Conditions governing the contest may be tersely expressed in the following eight rules controlling the competition:

1. Each photograph must be plainly marked on the back with the name and address of the dealer sending same, together with the date on which the picture was taken. Competitors may submit as many views as desired; no restrictions on numbers.

2. All photographs become the property of the Bicycling World Company, and must not be published in any other paper until after announcement of prize winners is made. Such premature publication of the photographs will bar the offending competitor from any rights to prize moneys.

3. Prize winners to be announced only in The Bicycling World and Motorcycle Review.

4. Photographs may show either motorcycles or bicycles, or both.

5. Publication of photographs will be made as they come into this office—or as soon thereafter as is posible.

6. Prizes will be awarded by a committee of men competent to judge in such matters, and who are not in any way associated in this field of business. Their names will be announced when prizes are awarded—not before.

7. Prizes for the competition will be awarded as follows:

First, $25.00 in gold.
Second, $15.00 in gold.
Third, $10.00 in gold.
Fourth, $5.00 in gold.
Next Five, 2 years' subscription to The Bicycling World and Motorcycle Review.
Next Ten, 1 year's subscription to The Bicycling World and Motorcycle Review.

8. Competition closes August 1, 1912.

Varied Uses for the Motorcycle.

With three departments of the National government adopting the motorcycle to facilitate their work and with motorcyclemen in practically every branch of municipal government, the leading public service corporations, business houses and small merchants are now adding the two-wheeler to their business "machinery." And the economy of the motorcycle is appealing to them as strongly as its efficiency.

The manager of a southern telephone company finds that the net earnings of the company have been increased nearly $200 a year by the saving of one motorcycle in the "trouble repair" department. One month a repair man rode 378 miles on the machine at a cost of $1.30, and the previous month 358 miles had been covered with a horse and buggy and the bill amounted to $17.05.

While the motorcycle is being used by the National government in the navy yard at Philadelphia, in the reclamation service in Boise City, Idaho, and the forestry reservations in Oregon, its most extensive use is in the post office department. In all the larger cities of the country the motorcycle is used genrally for messenger service, and in many places the machines are used to collect mail in outlying districts of the cities.

The rural carriers, however, were the first to see advantages of the motorcycle for collecting mail. Many of these men are now both mail carriers and farmers, as the saving in time each day permits them to do their regular farm chores. Where the rural mail carriers formerly spent an entire day delivering mail, the motorcycle enables them to cover the route in just a few hours. And many of them estimate that there is at least $25 a month saved by the difference in up-keep between horse and buggy and motorcycle.

For commercial uses the motorcycle is very popular. In addition to the telephone companies, the telegraph companies, leading business houses, drug stores, dairy establishments and many other kinds of businesses are requiring the motorcycle for quick service. And the motorcycle is "filling the bill" by meeting the requirements for stability and economy.

Frese Plans Trip Across Continent.

Spokane, Wish, Feb. 10.—Not content with several track and cross country championships which he has won on his motorcycle in the last few seasons, Motorcycle Officer John Frese, of the Spokane police department, is now planning the biggest thing he has yet attempted in the form of a motorcycle trip across the continent, a distance by the road he estimates at 3,500 miles.

He expects to fit up a Merkel machine with a sidecar attachment, and will be accompanied by his wife and fire-year-old daughter. Mr. Frese has been motorcycle officer on the police department since September, 1910, and in company with two other motorcycle officers has been kept fairly busy. Citizens are learning to call directly to the station where the motorcycle men are located and the machines have proven efficient in getting the officers where they are wanted in unusually short time.

John Frese took up motorcycle racing in the summer of 1909, entering his first race on the Spokane Interstate fair ground. He has been a regular competitor in every motorcycle race in Spokane since that time, and is now recognized as a professional racer.

His greatest achievement in road racing was in hanging out a record of 71:20 minutes for the round trip from Spokane to Cour d'Alene city, a distance of 70 miles. He turned that trick one Sunday in 1911, and the record is officianlly recognized by the F. A. M. With his wife sitting on the tank of the machine, Frese almost equaled that stunt last summer, when he rode the 35 miles to Spokane in exactly 40 minutes.

Frese claims to have won more races than any other Northwest rider, and at his home are five big sterling silver cups he has won as trophies in various events. In 1910, on a tandem machine, Frese and his brother, E. C. Frese, traveled from Spokane to Los Angeles, 1,749 miles, in 13 days. As an introduction to California racedom, Frese won a 20-mile amateur event on the Los Angeles saûces track during his sojourn in the southern city.

Motorcycles Create a Congressional Row.

Heated discussion over an appropriation for motorcycle maintenance in the House of Representatives recently resulted in one member challenging another to step outside, presumably to fan each other's chin, and over three columns of the Congressional Record were monopolized by the report of the bickering. Two motorcycles are used by the Washington (D. C.) elevator inspectors in making their rounds, and it generally is conceded that they do the work of three men without machines. The appropriation called for $360 for the maintenance of the machines, an average of $15 a month, but the oratorical storm broke when a legislator, with an eye to the treasury, voiced the objection that the inspectors would "wear out the tires and other parts of the machines on Sundays and holidays, when not engaged in public business." Some of our eminent "states men" from the rural districts display wondetrful sagacity in legislating for the capital of the nation.

If You Really Invented It, Speak Up.

Wonder who really originated that Indian priming gun, anyway. Half a dozen riders and dealers in various sections are claiming the inventive honors and the lists are not closed, so get your entry in.

MOTORCYCLES RE-ENTER HUB SHOW

Local Dealers Exhibit at Tenth Annual Function—Strong Showing of Accessories—Handsome Decorative Effects.

Boston, March 3.—In the handsomest setting ever devised for a local motor exhibition, the tenth annual Boston automobile show opened last night in Mechanics' Hall, for a week's run, with three motorcycle exhibits, and many accessory firms also "among those present." All of the motorcycle displays are fathered by local dealers, the trade having withdrawn its support of this show some years ago.

The show is divided into two sections, Exhibition Hall and Grand Hall, with distinctive decorative settings. In Exhibition Hall, the English rose garden setting is used, and in Grand Hall, Spanish mission embellishment predominates. It is conceded that the show management have outdone themselves in the superbness of the decorations.

Exhibiting motorcycles are the following: Boyd Motor Co., Emblem, M-M and Minneapolis motorcycle; Majestic sidecars. George N. Holden, Indian motorcycles and sidecars. New England Motorcycle Co., Harley-Davidson and Pope motorcycles.

Motorcycle accessory exhibitors include the following: Ajax-Grieb Rubber Co., Acheson Graphite Co., Boston Tire & Rubber Co., Bi-Motor Equipment Co., Coes Wrench Co., Connecticut Telephone & Electric Co., Diamond Rubber Co., Dover Stamping & Mfg. Co., Dixon Crucible Co., Endurance Tire & Rubber Co., Empire Tire Co., Harry Eisner & Co., Firestone Tire & Rubber Co., Fisk Rubber Co., Federal Rubber Mfg. Co., B. F. Goodrich Co., Goodyear Tire & Rubber Co., James L. Gibney & Bro., Hub Cycle Co., George A. Haws, A. W. Harris Oil Co., Havoline Oil Co., International Metal Polish Co., Jones Speedometer Co., Charles F. Kellom & Co., Keystone Lubricating Co., Lee Tire & Rubber Co., Frank Mossberg Co., Michelin Tire Co., A. R. Mosler & Co., Charles E. Miller, Marburg Bros., Morrison-Ricker Mfg. Co., National Rubber Co., N. Y. & N. J. Lubricant Co., Pittsfield Spark Coil Co., Post & Lester Co., Wm. Robinson & Son Co., T. F. Russell & Co., Standard Oil Co., Standard Tire Protector Co., Standard Tire & Rubber Co., T. R. Shannon, Stromberg Motor Devices Co., Shawmut Tire Co., C. A. Shaler & Co., C. F. Splitdorf, S. K. F. Ball Bearing Co., Standard Wrench & Tool Co., Stewart & Clark Mfg. Co., Standard Thermometer Co., The Texas Co., C. O. Tingley Co., Underhay Oil Co., United States Tire Co., Valvoline Oil Co., Voorhees Rubber Mfg. Co., Vacuum Oil Co., Veeder Mfg. Co., Vesta Accumulator Co., Warner Instrument Co., Wolverine Lubricants Co., Weed Chain Tire Grip Co., White & Bagley Co., Walpole Rubber Co.



DISPLAY OF THE NEW ENGLAND MOTORCYCLE CO. AT THE BOSTON SHOW

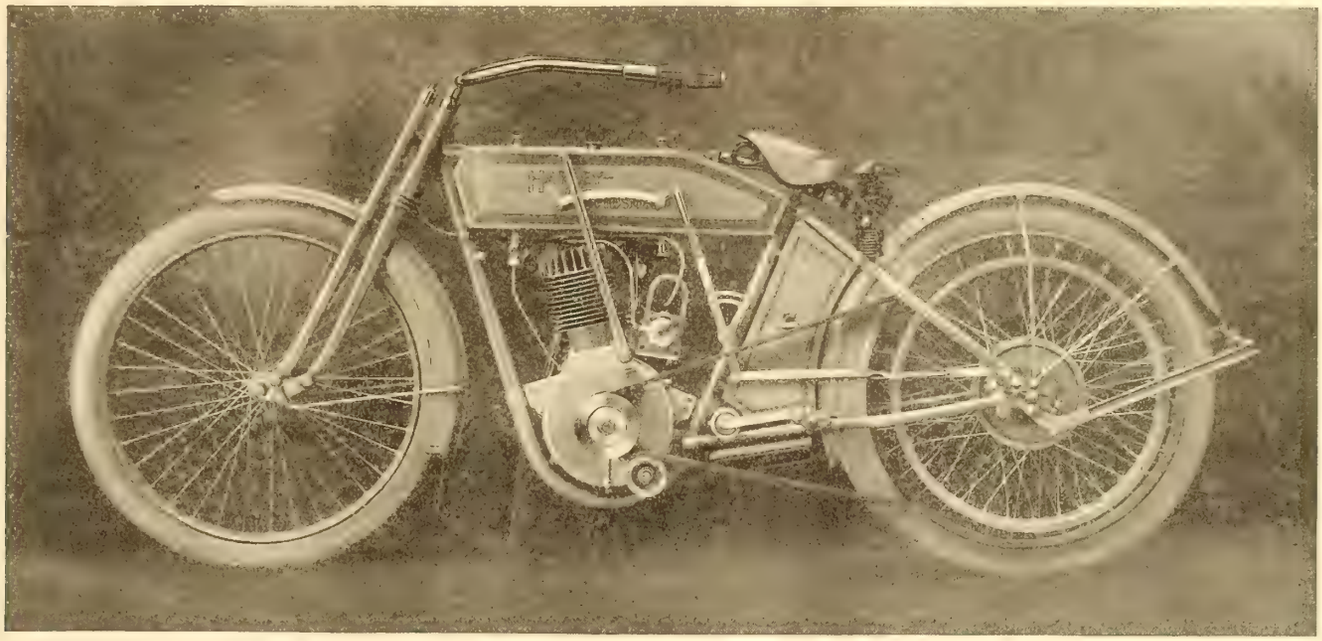
Motorcycle Show at Columbus.

Columbus, O., March 3.—Taking a bold step never before attempted east of the Mississippi River, the Columbus Motorcycle Club launched its first annual independent show last night, and the occasion



GEORGE N. HOLDEN MADE AN EXTENSIVE DISPLAY OF THE INDIAN LINE, FOR WHICH HE IS BOSTON AGENT

Three Carload Orders in Three Days



FEBRUARY 26, 27 and 28 each brought us a carload order — one from the Appeal Company, Los Angeles; one from Weaver-Ebling, New York City; and one from our New England branch in Boston.

The Los Angeles and Boston cars HAVE BEEN SHIPPED. The New York car will go on the very day promised — POSITIVELY.

Is the organization back of the machine you handle in a position to make eight day shipments on carload orders for genuine 1912 models?

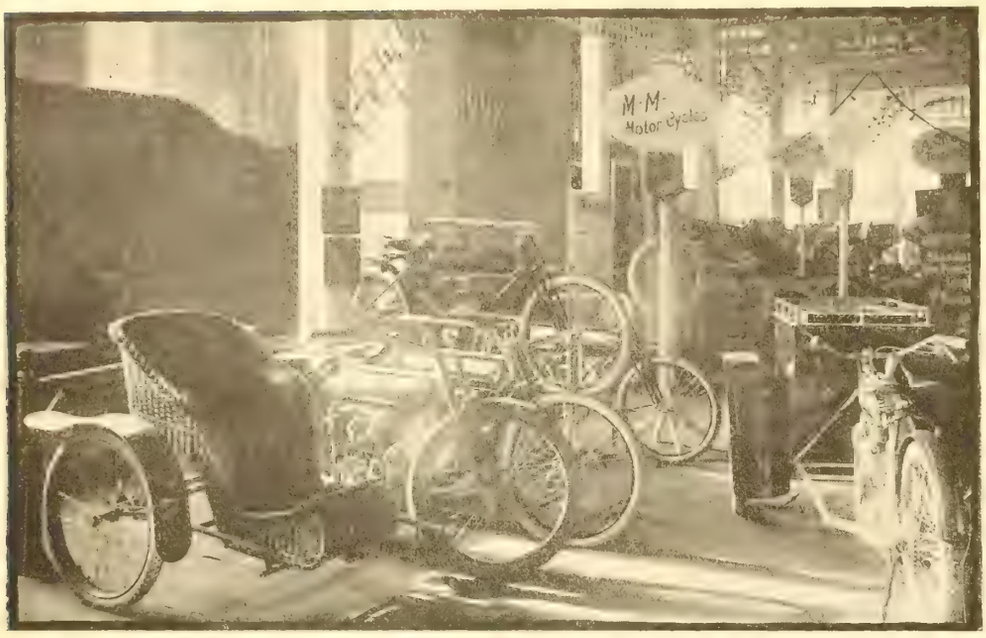
Are you protecting yourself on this delivery question?

Are you receiving the same service as Harley-Davidson dealers?

Our new plant is under way. When this is completed it will just double our present capacity.

Harley-Davidson Motor Company

179 C Street **Milwaukee, Wisconsin**



BOYD MOTOR CO. SHOWED M-MS, EMBLEMS AND THE MINNEAPOLIS AT BOSTON

was crowned with success. Staged in a large building on East Chestnut street, in a setting of ferns, carnations and roses, the show drew a big crowd of enthusiasts and prospects on the opening night. The exhibition will run for a week. Not to be outdone by the competing outomobile show, which is running, the club provides a band to contribute to the entertainment of the visitors.

Forty machines, including some sidecars, and representing eight makes, are displayed. The exhibits are distinctive and pleasingly arranged, and the booth attendants are kept busy explaining to visitors the new features of the various models. Many of the machines exhibited at the New York and Chicago shows are on view. Numerous accessories also are shown at the different stands, many of them being fitted to machines. Many girls attended and displayed deep interest in the sidecars.

Popular prices are the rule, the admission being set at the insignificant sum of a dime, perhaps the lowest fee ever charged to a motorcycle exhibition. The show is well advertised, too, the club and exhibitors taking a half page in the local papers.

The exhibitors and their wares are as follows: American Machine Co. (Emblem); Barr Motorcycle Co. (Indian); L. P. Birkenbach Co. (Thor and Yale); A. C. Edwards (Merkel); Franklin Cycle & Supply Co. (Excelsior and R-S)) P. I. Haynes & Co. (Harley-Davidson).

Swenson Discourses on Winter Riding.

"Through what I considered at first merely a scheme to increase business during the so-called dull season, I find I have been doing missionary work of a high order," said B. A. Swenson, the Providence (R. I.) dealer, a few days ago. "I refer to the proposition of winter motoring There is not a motorcycle manufacturer in the country who has not desired to awaken the public to the healthful delights of winter motoring. Very few have had any success, for the reason that they have only suggested it from time to time, and have gone no further.

"When the first snow came this winter I discovered that while I had nearly as many callers as in the busy season, a majority of them evinced a disinclination to face the cold weather for demonstrations. The solution of the problem was easy. I laid in a few heavy leather coats and fur gloves as desirable adjuncts for demonstrating machines to prospective buyers.

"Now, when a man tells me the weather is too cold for a demonstration and that he does not expect to buy a machine for two or three months, I bring out one of the leather coats and a pair of gloves. That changes the situation immediately. Bundled up comfortably, a ride of five or ten miles, with a fast run up hill to display the hill climbing qualities of a machine, is a delight instead of a hardship.

"That is what I call missionary work. Frequently a prospect become a customer on the spot; but at any rate he tells his friends about his experience and they begin to think of buying at once instead of waiting. To the winter demonstrating togs I attribute my great increase in sales over all previous winters. As a matter of fact there are pleasures attendant on winter motoring that the summer traveler never knows of. The country is beautiful in its white mantle on a bright day, and a run through the crisp air sets the blood tingling. Fresh air is the greatest tonic in the world, and it can be enjoyed as well in the winter as in the summer, if only a person dresses properly."

Swenson is an authority on winter riding through long experience.

ERIE'S ATTRACTIVE SHOW

Seven Exhibitors of Cycles Lend Variety to the Automobile Exhibits—Trade's Showing a Pleasant Surprise.

Erie, Pa., March 1.—Booked for a three-day run, Erie's first automobile and motorcycle show opened in Arbuckle's garage last night, and large crowds poured in for the curtain raising. Motorcycles, bicycles and accessories practically monopolized the second floor of the building, and from a decorative standpoint, the motorcycle exhibits easily were the most attractive in the show. Each exhibit had an individuality, and bunting, flags, palms and electric lights were drafted in profusion to secure a pleasing effect.

Practically all of the leading motorcycle dealers were represented, and in many cases complete lines were shown. Seventeen motorcycles and one sidecar were on exhibition, as well as several bicycles. Although the motorcycle scection was located on the second floor of the building, the crowds seemed to have no objection to climbing stairs, judging from the number of people who went "higher up." It was a buying crowd, too, and orders commenced to be filed immediately after the opening.

Six makes of motorcycle were exhibited. The largest exhibit was that of the LeJeal Cycle Works, agent for the Indian, while the honors for the best decorated booth went to M. A. Reinholtz, the Thor agent, who used electric chandeliers extensively and secured striking lighting effects.

One of the noticeable incidents, and rarely seen at a motorcycle show, was the genuine friendliness among the dealers, as indicated by their constant fraternizing at the various booths during lulls. At the Thor exhibit carnations were distributed to visitors.

All of the dealers reported sales and a good list of prospects. The Harley-Davidson agent claimed the first sale of the show. Local riders all were there, and many brought friends along to do some missionary work on them. The sidecar at the Indian booth instantly became a favorite wiah the ladies, and when conditions permitted they were given short "demonstrations" down one aisle. The exhibitors were as follows:

M. A. Reinholtz — Thor motorcycles; Cleveland and Vim bicycles. Represented by M. A. and H. H. Reinholtz, C. A. Kent.

One 5-h.p. two-speed single; two bicycles.

Penn Sales Co.—Pierce motorcycles. Represented by M. M. Gillespie, H. G. Pohl.—One 7-h.p. four-cylinder; two 5-h.p. singles, flat and V belt.

Coleman Bros.—Excelsior and Flanders motorcycles; Rambler and Pierce bicycles;

Continental-Erie tires. Represented by George W. Coleman.—One 4-h.p. Flanders; two bicycles; tires.

Anderson Cycle Works—Harley-Davidson motorcycles. Represented by C. Brown, John Wills, T. R. Anderson.—Five 4-h.p. singles, variously equipped with battery and magneto, clutch and rigid drive.

Miller Hardware Co.—Iver-Johnson motorcycles.—One 4½-h.p. single.

John P. Arbuckle—Bicycles. Cleveland and Vim lines.

LeJeal Cycle Works—Indian motorcycles; Pope bicycles. Represented by C. H. LeJeal, George Fry, Claude Torrance.—One 4-h.p. belt single; one 5-h.p. chain twin racer; two 7-h.p. standard chain twins, one with tandem; one 7-h.p. Tourist Trophy chain twin; one 4-h.p. chain single with sidecar; bicycles.

Accessories—Atlantic Refining Co., oils: Downing & Flickinger, motorcycle insurance; Bayerson Oil Works, oils; Erie Oil Co., oils; Keystone Rubber Mfg. Co., tires; City Tire Repair Co., tires; Erie Welding Co., autogenous welding.



MOTORCYCLING FROM THE BRITISH VIEWPOINT

Running Expenses on the Other Side of the Pond — Speed Possibilities of English Tracks — Women Riders Increasing in Numbers — Trade Will Support Tourist Trophy.

London, March 1.—It is with great regret that it becomes necessary to record the death of D. Graham Gilmore, who was killed by a fall from an aeroplane in Richmond Park. Gilmore as far back as 1905 was one of the keenest amateur riders in England, although the only competition of any note in which he took part was the Six Days' Trial of 1907, when he rode a 9 horsepower twin Bat, at that time an object of curiosity. He, however, showed remarkable daring and endurance in all his exploits, and his loss will be keenly felt by all his motorcycling and flying friends.

A Craze for Naming Motorcycles.

A habit which has caught on to some considerable extent among the ultra sporting element is the nick-naming of the machines they ride. The names given are painted in prominent letters on the sides of the tanks, and many machines which have become prominent by successes on the road or path may be distinguished by such phrases as "Puffing Billy," "Gray Demon" or "Ots-tuf I."

Running Expenses of Motorcycling.

It has often been speculated as to how the approximate cost of motorcycling in the States compares with expenses over here, as it is easily seen that we are favored with much better facilities. Tires are, of course, the chief item, and taking the average life of a pair as 3,000 miles, this accounts for about £4. Taking 6,000 miles as a fair season's riding, this item will total £8 and depreciation and other running expenses (petrol, 1/1 gallons, and renewals) may be put down at £7. The total expenditure is thus £25, which works out at exactly one penny per mile, which is, I think, so far as my own experience goes, a very fair specimen of the average running cost for a 3½ horse power machine. Twins up to 7 horsepower probably cost 50 per cent. more in upkeep.

Saucer Tracks and Speed Possibilities.

Illustrations have appeared in the press here of the new saucer track at Los Angeles which Jack Prince has built. To say the least of it, the angle of the banking looks perfectly alarming, and is an eye-opener to even the small track habitues here. The nearest approach to a saucer which we have here are the three-lap tracks at Canning Town, Stadium and Crystal Palace, but even at the turns the banking is nothing to be compared to the new Los Angeles track. In fact, the best speed ever accomplished on one of these tracks was five miles in 4:58⅗, by George Garnes, three or four years back, and this was a hair-raising performance for Canning Town. None of our three-lappers are suitable for speeds over 55 miles per hour, and consequently they have fallen into disuse, all the speed merchants congregating at Brooklands. As a matter of fact, while in course of conversation with Harry Martin, he expressed the opinion that there are not at the present time more than half a dozen riders in this country who could safely negotiate the best saucer at over 60 miles an hour, and if we get a track of this sort, which has been mooted for some time, it will be necessary for the speed brigade to pass through their novitiate stages.

The Annual Six Days' Trial.

Last summer we had the pleasure of greeting several American riders who brought their machines with them to spend a holiday in Europe. We would like to see two or three of those gentlemen competing in the annual Six Days' Reliability Trial, organized by the Auto-Cycle Union, which will be held from August 12 to 17. The route of the trials will pass through the most picturesque portions of Cornwall, Somerset and Devon, with Taunton as headquarters, and a most unique opportunity is provided for seeing things. Any who may be in doubt should ask T. K. Hastings, of New York, his opinion of the sport provided. By the way, when is Mr. Hastings going to pay us another visit? I believe it was in 1907 when I last saw his cheery smile over the dinner table, after a long and dusty ride.

Gee Whiz! This Is Some Yarn.

There is something of a tall story going about here, and this is how it was told—it would do one of Uncle Sam's boys credit: A certain well-known racing crack had been tinkering with his bike for several days and amongst other fakements he had three inlet valves on his single-cylinder engine (this is a fact). However, he started the machine up on the stand after considerable trouble and his hopes were immediately realized by the engine gathering what he found to be about 5,000 revolutions per minute. Suddenly, however, he found trouble in an entirely unlooked for direction. He noticed that the speed of the back wheel was so terrific that the tire was lifting from the rim (due to centrifugal force, of course) and he could see daylight between the rim and the tire. Nothing daunted, he found that the tire lifted still further as the speed increased (naturally.) The racing crack now estimates his engine revolutions when the bike is on the stand (be it understood that the ear is insufficiently sensitive) by watching the rise and fall of the tire—thermometer fashion. Hurrah!

Increase of Woman Motorists.

It is really remarkable how the number of lady riders has increased of late. Whereas only a year or so ago it was possible to count the number of lady riders on the fingers of one hand, we now find them lining up in their twos and threes at various provincial meetings, and competing in reliability trials and open hill climbs. Last year Miss Muriel Hurd, riding a 5 horsepower Rex, was competing in a 150 miles trial, in which were two timed test hills, and she made the fastest time of the day on both, beating all trade cracks, soaring over both hills at over 50 miles per hour. Nearly all the lady riders have machines specially built with open frames, but several of the leading makers now market a lady's model. Some, however, ride the men's model, but I do not think this mode will gain much headway.

Trade Support of T. T. Probable.

It is somewhat a pity that the dates of the T. T. races, which will be held on June 28 and July 1, are so far distant from the date of the Six Days' Trial—August 12 to 17—as otherwise it would have been possible for any of our friends across the water to "do" the two at one and the same time. It would really appear that, after all, the motorcycle manufacturers, who have entered into a bond to abstain from competing for the T. T., will give the race their support. At any rate, they have a meeting at Coventry to consider the advisability of breaking the bond, and it is reported from very good sources that, as a result of the meeting, we shall see all the old trade revivals in the Isle of Man next June, which, of course, will lend considerable interest and excitement to the contests.

The Indian Likes the Arctic.

Herb Kipp, the well-known Canadian rider, who travels Canadian territory in the interests of the Indian, recently found one of the new 1912 models at the agency in Calgary, Alberta Territory, and, although the thermometer was 46 below zero, he took it out for a trial spin.

The excessive cold had no effect whatever on the Indian, which traveled as well as on a summer day, but it was far different with the rider. Before he had gone a great distance a stranger stopped him and told him his face was frozen, and an investigation showed that his cheeks and the end of his nose were badly touched. A prompt application of snow proved effective, and Kipp suffered no particular inconvenience from his experience.

Latest F.A.M and Club News.



MEMBERSHIP COMMITTEE'S WORK

Chairman Estabrook Reports New Clubs and Lauds the Registered Repair Shop—The Lamp Contest.

Last week's affiliations number four new F. A. M. clubs, viz:

No. 225—Flower City Motorcycle Club, Rochester, N. Y.; W. Krieg, secretary, Lincoln Park; 14 members.

No. 226—Aberdeen (Wash.) Motorcycle Club; Leon McNeal, secretary, Box 542; 15 members—100 per cent.

No. 227—Batavia (N. Y.) Motorcycle Club; S. F. Houseknecht, secretary; 23 members—100 per cent.

No. 228—Lawndale Motorcycle Club and Benevolent Association; Walter Henry, secretary, 1657 South 40th avenue; 21 members.

Many riders of Berkeley, Cal., are members of the Oakland Motorcycle Club, only five miles distant. Of course, five miles cuts little figure with motorcyclists, especially in fair weather, but there are rainy evenings and Sundays when it is another story, in which cosy club rooms nearer to hand figure prominently. John A. Wilson has offered to F. A. M. Commissioner E. B. Ellis suitable accommodations for a local club, and in view of this a movement is on foot to organize one.

New clubs are in process of formation by George W. Cooper, Grand Forks, B. C.; Alfred C. Hackbarth, Murray street, Meriden, Conn; Barter & Co., 55 Public Square, Watertown, N. Y.

The contest between the affiliated F. A. M. clubs and that of the club organizers, or prospective F. A. M. clubs, is now on and will continue for four months. Several inquiries to hand indicate that a further general beating of the tom-tom would be advisable, in order that all prospects might be better advised and have a chance to obtain the necessary information with which to intelligently enter the competition.

Briefly, the situation is this:

The Hawthorne Mfg. Co., of Bridgeport, Conn., has donated 50 of its very best motorcycle lamps to the motorcycle clubs embraced in the territory covered b ythe several districts of the F. A. M., which includes Canada and Mexico and our insular possessions. These headlights are know as "Old Sol," No. 8, and are to be competed for by the several clubs under rules formulated by the chairman of the membership committee, which can be obtained by addressing E. M. Estabrook, Bangor, Maine.

Chairman Estabrook pays a deserved tribute to registered repair shops in this wise:

"Already is the registered repair shop demonstrating its possibilities and worth as a successful recruiting station for the F. A. M., and, more than this, it is contributing largely to the general popularity of the motorcycle and the sport and pastime through its ability to create and maintain local interest.

"According to the information and experience of the writer, it is taking a rather narrow view of the matter to say that all of this activity of the dealer or repairer is accountable for in only a mercenary way.

"First and last, I don't believe it; I have never been able to prove a case of this kind, but, on the contrary, could always disprove it. Before a man goes into the trade as a repairer he is usually a genuine enthusiast as regards the motorcycle and the sport—that is what brings him into it—and it is not a gilt-edged vision of 'easy money' which induces him to work his head off year in and year out, without being able to 'dig up' much at that. Think it over."

Seven new repair shops were registered last week, as follows: John M. Ellsworth, 233 Main street, Watsonville, Cal.; Barnes & Hansen, 404 East Wishkah street, Aberdeen, Wash.; Oakdale Cyclery, West Railroad avenue and G street, Oakdale, Cal.; Clifford Cyclery Co., Leemore, Cal.; Clarence O. Sibley, 636 Jefferson street, Joliet, Ill.; Motorcycle Supply Co., 412 East 15th street, Kansas City, Mo.; P. S. Coulter, 132 16th avenue, Homstead, Pa.

Revision of Competition Rules Postponed.

There will be no revision of the F. A. M. competition rules before the next national meet, as a result of a joint discussion of the matter of President Hamilton and Chairman Thornley, of the competition committee. The reason given for delaying action is that the changes contemplated are so vital that it was considered advisable to postpone action until the annual convention. In the meantime the present rules will be effective and additional copies will be printed for distribution.

FEBRUARY ADDS 440 MEMBERS

Secretary Gibson's Monthly Statement Shows Net Increase of 38 Oven January Figures—Renewals Are 137.

For the month ending February 29, 1912, there were 440 new members admitted to the Federation of American Motorcyclists, hailing from the various States, as follows: Massachusetts, 12; Connecticut, 2; Rhode Island, 2; New York, 55; New Jersey, 18; Pennsylvania, 14; Maryland, 3; Ohio, 41; Illinois, 18; Indiana, 9; Wisconsin, 2; Missouri, 7; Minnesota, 5; Kansas, 17; Iowa, 2; Michigan, 2; Nebraska, 3; South Dakota, 3; Tennessee, 1; Florida, 9; Alabama, 5; Georgia, 13; North Carolina, 1; Oklahoma, 27; Utah, 1; Idaho, 22; Montana, 13; Arizona, 2; California, 28; Washington, 36; Oregon, 3; British Columbia, 9.

By F. A. M. districts, the division of the new members for February, is as follows: New England, 16; Atlantic, 90; Lake, 129; Peninsular, 28; Gulf, 28; Central, 30; Southwestern, 31; Pacific, 79; Canadian, 9.

Renewals to the number of 137 were made in the various districts, viz: New England, 20; Atlantic, 42; Lake, 53; Peninsular, 2; Gulf, 1; Central, 9; Southwestern, 8; Pacific, 2.

Dr. Patterson Wants Live Commissioners.

Quite one of the breeziest and straight-from-the-shoulder statements that has come from an F. A. M. official in many moons, has emanated from the office of Dr. B. J. Patterson, vice-president of the F. A. M. Central District, with headquarters in Pratt, Kan. In pointing out some reasons for alleged backwardness of the F. A. M. growth, the vice-president makes a scathing arraignment of some of his State and local commissioners for their laziness and neglect, and warns them that continued negligence will result in their being ousted from office. Interrogating himself as to "why the F. A. M. does not grow faster," the vice-president answers the query in this wise:

"There are in the United States a lot of people of the 'easy going' class, who want something for nothing at all times, and are absolutely unwilling to do anything in return. On the other hand, there are many

people who are willing and anxious to work for a cause if they are started right. Now I want to confine myself to the Central District in discussing this matter, as this is the territory wherein my criticism will fall.

"Last year I was elected vice-president of the Central District of the F. A. M., comprising the States of North and South Dakota, Kansas, Nebraska, Minnesota and Iowa. At that time there were some 150 members in this territory. I retained most of the old State commissioners, and up the present time have changed but few of them. In the Dakotas I have failed to receive a single reply to the many letters which I have written to the State commissioners. In Minnesota the State commissioner is a busy man, but I receive a letter from him occasionally, and I believe that he attends to his work satisfactorily. In Iowa I have received two letters in reply to at least ten which I have written. I have always received prompt replies from State Commissioners Gabus of Nebraska and Harding of Kansas. It seemed to make no difference how busy they were, they managed to find time to reply to my letters.

"I have sent names of prospects to some of my commissioners and told them to follow them up, and, later, in writing to the inquirer, I found that, with very, very few exceptions, neither the state or local commissioner had written the party at all. Now this is a state of affairs that should not exist. If we have F. A. M. officials who will not reply to letters, we soon will have no F. A. M. What we want is men who at least will have enough ambition and enthusiasm to reply to a letter from their chief.

"Now I have sent instructions to my State commissioners that from this time on, when they make appointments, it shall be with the distinct understanding that the appointee will reply promptly to every letter, and if he cannot agree to this condition the appointment is to be placed elsewhere. There is neither sense nor reason in having a man who is too coundounded lazy to reply to letters on official matters. The F. A. M. pays the postage and stationery bills for the State commissioners, and they do not require local commissioners to conduct any voluminous correspondence.

"I have a dozen local commissioners in Kansas who always attend to their F. A. M. correspondence promptly, and it seems to me that all commissioners should do likewise. Wake up, gentlemen. We want to hear from you; and, failing to do so soon, there will be a lot of commissionerships open for men who will pay attention to their mail. I want two good men as State commissioners for North and South Dakota, and I will have other openings soon unless there is a mighty change in the business methods of some of my lieutenants. I am deeply interested in the welfare of the F. A. M., and I want to see good, capable representatives of the cause everywhere, but there is no place for the 'danged motionless' sort which I have referred to. They are a brake on the organization and the quicker they are released, the better."

Tacoma Entertains Its Seattle Neighbors.

Tacoma, Wash., March 2.—Seventy-one motorcyclists, members of the Seattle Motorcycle Club and of the Tacoma Motorcycle Club, were the guests of the latter club at a banquet the past week, which marked the entrance of the Tacoma Motorcycle Club into the national organization of the Federation of American Motorcyclists.

The following officers were elected to head the Tacoma Motorcycle Club: President, Clinton C. Hull; vice-president, Lloyd Freeman; secretary-treasurer, A. F. Hoska, Jr.; captain, Ray Packard; lieutenants, A. A. Richardson and B. Oxley; trustee, Jack Lilenthal.

Vice-President E. L. Moore, of the Federation, who is the chief executive for the northwest territory, and State Oragnizer J. F. Gorman, both of Seattle, were also guests of the Tacoma Club.

The new officers and 45 of the 60 active members of the Tacoma Motorcycle Club held a meeting on February 26 and elected two new members to the "Run Committee" —Rolla Hathaway and Arthur Whisner. Five deputies were also appointed, who will be given police stars by the police department, and will see that motorcyclists do not break the laws enacted by the city governing the operation of motorcycles. The new deputies are: Edward Shaper, captain; Dr. Button, Jack Lilenthal, Henry Edmondson and Joe Duncan.

The run committee is busily engaged preparing a schedule of runs and endurance contests for the coming summer. It has already been decided to give a series of moonlight runs in conjunction with the members of the Seattle Motorcycle Club.

Improving California's Touring Conditions

Oakland, Cal., March 2.—In formulating a plan whereby its members touring about the State will receive better accommodations, the Oakland Motorcycle Club is doing commendable work. The committee in charge is gathering data and much valuable information from all parts of California. The object is locate the good hotels that will give a motorcyclist a real bed instead of a couch, and that will supply him with a real chicken dinner, and not one of sea gulls or other "just as good" bipeds. The question of reliable garages in which a machine may be stored over night is an important one, and it is thought to be only fair for tourists to buy their supplies of gasoline, oil, etc., from such garages, when they are properly listed by the touring committee.

The committee is also busy arranging side trips to different parts of the State over good roads, and members touring are cautioned to conduct themselves like gentlemen when out of town, and not like "open muffler pests."

Californians Indulge in Sports at Picnic.

Bakersfield, Cal., March 1.—Twenty-eight Bakersfield Motorcycle Club riders participated in the first annual picnic, held at Edison Canyon, 16 miles from here, Sunday, February 25. There were good things to eat and drink in abundance, and then the boys turned their attention to the sports program for the day. Following the boxing and wrestling bouts and foot runs came the hill climb, which proved highly interesting and was keenly fought. The winners were as folows: Twin class—Joe Dixon (Indian). Four horsepower single, two-speed class—C. P. Clark (Indian). Four horsepower single, one-speed class—P. C. Taylor (Harley-Davidson). The boys enjoyed themselves hugely on the outing, and are eager for more of the sort.



BANQUET OF THE TACOMA (WASH.) MOTORCYCLE CLUB



LOS ANGELES MOTORCYCLE CLUB ON A MIDWINTER RUN

Club Improvements of the Los Angelans.

Los Angeles, Cal., Mar. 2.—For the race meets now running every Sunday at the Stadium, the Los Angeles Motorcycle Club has a reserved section which the members have decorated with a fine blue and gold sign and hung with large and small pennants. The entire section is painted blue.

The club is contemplating the flooring of a portion of the gymnasium of the clubhouse with cement and partitioning it off for a machine and work shop for members' use. The club is also figuring on putting a shooting gallery in the basement of the clubhouse, and a tennis court and archery range on a large vacant lot next door.

A large screen porch at the back of the clubhouse is being enclosed and fitted up for a banquet room. Secretary McCullough says that when all contemplated improvements are completed Los Angeles will have a motorcycle club of which any one may well be proud to be a member.

Rhode Islanders Prepare for Busy Summer.

Providence, R. I., March 6.—Motorcycling in this city is beginning to take on life again, and Old Sol is crowding out Snow, Ice & Co. The past week a number of riders motored to the Indian wigwam, and Chief Swenson is wearing the big Indian smile, synonymous of orders a-plenty. The Providence Motorcycle Club is getting busy, and at the next meeting important propositions will come up for action. The club has a hustling set of officers who will leave no stone unturned to make the organization the leading club in the country. Members are awakening to the fact that the officers alone cannot bring the club to the high standard to which it aspires, and they are putting their shoulders to the wheel and pulling together.

Secretary Edwards is busy arranging the details of furnishing the new club rooms, which will be ready soon, and plans to have one of the best fitted quarters in the country. He invites suggestions from club secretaries on furnishing quarters. The club membership is increasing steadily, and new applications are pouring in.

At the last meeting a yarn spinning hour was indulged in, which brought out the following prize story of the evening: One of the members, who is a great lover of peanuts and always has a few, at least, concealed about his person, had occasion to leave his machine standing in the cold for several hours while visiting his sweetheart. When he came out he found starting impossible, and also found that his trusty priming gun, which he usually carried in his pocket, had been forgotten on this occasion. In deep despair he cudgeled his brain for a receptacle with which to introduce gasoline into the cylinder priming cups. Involuntarily one of his hands found its way to a pocket and touched a peanut. Instantly the long sought inspiration arrived, and withdrawing a peanut he broke the end, withdrew the kernels, and, loading the shell with gasoline, poured a charge into each cylinder. The machine started on the first turn, and with a smile on his face he glided homeward.

Another Club in the Nation's Capital.

Washington, D. C., March 4.—Declaring unanimously for a 100 per cent. F. A. M. organization, the Washington Motorcycle Club has been launched, with the following officers: George Cackran, president; Edward Mangold, vice-president; G. C. Billard, secretary; C. F. French, treasurer; Edward Mangold, captain; Thomas R. Dedge, press agent. Among the committees appointed was one to investigate possible sites for a clubhouse, it being the intention of the club to have its own home eventually. The membership will be limited to 50. Details of the club's first race meet, to occur at Bennings, May 30, are being completed, and an endurance run also is under consideration.

BALTIMOREANS AWAIT SPRING

Prospect of Hill Climb Contest Between Local Clubs—Another Motorcycle Club Organized.

Baltimore, March 4.—Local motorcyclists are longing for warm weather. They would give anything to wake up at once and find summer here, in all its glory. There are some who have found winter riding to their liking, but the vast majority have held aloof from taking spins during the severely cold weather that has held this section in its grip for several months.

A joint run of the Maryland and the Chesapeake Motorcycle clubs was to have been held to Ridgeville yesterday, but it was called off owing to the cold. A number of the boys, however, braved the weather and went out on the road, but most of them returned home partly frozen, even though they were wrapped up in all kinds of warm garments.

There is a possibility in the near future of a hill-climbing contest between the Maryland and Chesapeake clubs. The members are disputing their ability to take all kinds of hills, and Director Kuhl, of the Chesapeakes, and Treasurer William Wood, of the Maryland boys, plan to get together and see who is right. Claim has been made that there is a hill in this section that only one man has been able to pull so far, but those who have not seen it say that they are from Missouri.

The appearance of Jack Prince is being awaited with considerable anxiety. He is expected some time this month, when preparations will be begun for a board track in this city. Enthusiasm is growing daily, and there would be a great bunch of disappointed fans if Prince failed to come here. Howard A. French has his promise and he feels that the noted bowl builder will not violate it. The plans are at such a stage that nothing more can be done until Prince reaches this city.

A new motorcycle club was born in this city to-day. It saw light of day in the University of Maryland, and it will be quite an exclusive organization, as its members will be only students in the various departments at the university. It started off with a good pair of lungs and seven members. The leading spirit is James M. Hepbron, captain of the R.-S. Motorcycle Club, who is a law student at the school. He organized the motorcycle riders there, and was unanimously chosen captain. Hepbron is well known in motorcycle circles here, and has some fame as a racer.

Lancaster M. C.'s Decoration Day Meet.

Emulating the early bird, the Lancaster (Pa.) Motorcycle Club has thrown its hat into the contest ring for the coming season. It will open the ball with May 30 meet.

Recent Motorcycle Club Elections.

York, Pa., March 6.—At the recent election of the York Motorcycle Club the following officers were chosen: President, F. H. Reiff; vice-president, George Rudy, Jr.; secretary-treasurer, Curs. L. Rinehart; trustees, George Rudy, Jr.; Harrison D. Heindel, Luther Stough.

Lima, Ohio, March 5.—On March 1, at the annual meeting of the Lima Motorcycle Club, the following officers were elected for the ensuing year: President, E. E. Edmiston; vice-president, Wm. Hawkins; secretary, Wm. M. Thomas; treasurer, T. E. Johnson; road captain, William Rumsey; second road captain, Clarence Eberle.

Auburn, N. Y., March 4.—Officers for the ensuing year, commencing March 1, were elected by the Auburn Motorcycle Club, as follows: President, Edwin A. Spooner; vice-president, H. F. Meyers; secretary, C. Earle Henry; treasurer, Earl Mott; captain, Louis Defendorf.

Canton, Ohio, March 4.—Officers chosen at the recent annual election of the Canton Motorcycle Club are as follows: President, Nelson Rushong; vice-president, Enos Snyder; secretary, Harry T. George; treasurer, H. A. Taubensee; captain, William Patterson.

Sidney, Ohio, March 4.—Election for officers, recently held by the Sidney Motorcycle Club, resulted as follows: President, F. X. Lauterbur; vice president, Kenneth Hutchison; secretary-treasurer, Paul Monroe; captain, Samuel Knupp.

Fresno, Cal., March 4.—The recent annual election of the Fresno Motorcycle Club resulted in the choice of the following: President, Paul Waltman; vice-president, Theodore Johansen; recording secretary, Arthur Tateosian; financial secretary, Harry Erickson; treasurer, George Machen; captain, Martin Lauer.

Butler, Pa., March 4.—Officers chosen at the annual meeting of the Butler Motorcycle Club were as follows: President, W. G. McCafferty; secretary, A. A. Finlay; treasurer, W. H. Sleppy; captain, Clarence Walter.

London Ont., March 4.—At the annual meeting of the London Motorcycle Club officers were chosen, as follows: President, W. J. Cunningham; vice-president, W. Tite; secretary-treasurer, F. Benson.

Owego, N. Y., March 2.—At the recent election of the Owego Motorcycle Club, held in connection with the annual meeting, officers for the current year were chosen, viz.: President, W. E. Halstead; vice-president; F. H. Walling; recording secretary, H. G. Steele; financial secretary, A. L. Franz; treasurer, C. F. Martin; captain, J. J. Rickey; lieutenants, Judson Spencer, A. L. Franz.

New Yorkers Will Go to Peekskill April 7.

Members of the Motorcycle Touring Club, of New York (affiliated), will turn out for their first club run of the season Sunday, April 7, to Peekskill.

CLEVELAND WILL HAVE A TRACK

Luna Park Chosen as Site and George Kreamer to Do Construction Work —To Be Ready in May.

Cleveland, Ohio, March 2.—Motorcyclists of this city will have one of the fastest motordromes in the world when the middle of May rolls around.

Manager Bramley, of Luna Park, where the track is to be built, has announced that the course will rival the Playa del Rey track at Los Angeles for speed, and will be a four-lap track. A speed of 100 miles per hour can be attained, it is claimed. Accommodations will be made for fans in the grand stand, and it estimated that it will take approximately six weeks to construct the track.

The Cleveland Motorcycle Club has been called upon to furnish riders, and will have some of the best riders in the country on hand for the opening card. "Shorty" Matthews, of Chicago, is expected, with his record-breaking Thor. He will go against Don Klark, of Detroit, and Frank Hart, of New York. Huntsbery, of Cleveland, who is to ride the Indian this year, and Kissig, also Indian, are matched. Huntsbery has won the C. M. C. trophy for two years in succession, while Kissig holds the best time for speed. Wednesday and Saturday evening and Sunday afternoon meets will be held. Arc lamps will be strung around the track in order that the riders will be in full view of the spectators at all times.

Dr. A. M. Webster, of Lorain, Ohio, has been mentioned for manager, and will probably be selected.

Progress of Indianapolis Track Movement.

Indianapolis, Ind., March 5.—Whether or not a stock company is to be organized to construct the proposed motorcycle track in this city will be decided early next week. A meeting was held this week which all of the dealers attended, and new estimates and bids were received. It was originally thought that the board track could be built and maintained upon $10,000, but at the last meeting the dealers re-estimated the cost at from $18,000 to $20,000.

In all probability it will be decided at the next meeting to permit any reliable man who has the cash to back the whole venture. It is understood that there are three such men who want to take over the venture. The Indianapolis dealers hold the restrictive sanction from the F. A. M. competition committee, and it will be up to them to decide to whom they wish to turn over the sanction.

The proposition was referred to the executive committee, which was elected, and is composed of the following representative manufacturers, dealers and riders: W. K. Harding, Fred W. Spacke, John Kinney, John E. Merz, Gus Habich, L. L. Goodman, Harry Glaff, A. E. Okey, E. G. Baker, C. E. Weir, A. C. Beyerly, P. C. Hudson, G. H. Westing and H. W. Waite.

Practically all of the Indianapolis dealers have rented display space for the first Indianapolis motorcycle show, in connection with the Indianapolis automobile show, which will be held on the downtown streets, under a huge canvas, March 23-30

Motorcycle Road Races at Bakersfield.

Bakersfield, Cal., March 1.—Two days of road racing on February 17 and 18, under the auspices of the Bakersfield Motorcycle Club, provided a large crowd of spectators with several hours of exciting entertainment, while practically every rider in the vicinity became a rabid speed fiend while the carnival lasted. Five events were run, one of them professional, and the flag dropped on a different winner each time. The course was 3.1 miles, and the number of laps varied, according to the event. In the long distance events, Stoecki (Indian) and Bush (Thor) were the stars, each winning in a twin class, but Bush made the fastest time. In the "pro" race the "dope" was off form, Thoenson, on a "5,' beating Hartwell, on a "7." Results:

Three laps, 9.3 miles, singles—Won by R. Van Sant (Merkel); second, P. C. Taylor (Harley-Davidson); third, J. A. Berges (Thor). Time, 14:41.

Six laps, 18.6 miles, twins—Won by F. Y. Bush (Thor); second, C. P. Clark (Indian); third, J. F. Dunlapp (Indian); fourth, L. A. Fray (Thor). Time, 28:23⅗.

Three laps, 9.3 miles, singles—Won by C. P. Clark (Indian); second, Ray Cole (Merkel); third, D. D. Stoeckl (Harley-Davidson; fourth, L. A. Fray (Thor). Time, 14:32.

Six laps, 18.6 miles, twins—Won by D. D. Stoeckl (Indian); second, R. Van Sant (Merkel); third, A. C. Bush (Thor). Time, 28:46.

Two laps, 6.2 miles, twins; professional—Won by A. Thoenson (Indian); second, H. Hartwell (Indian). Time, 9:02.

Medals for Western Endurance Run.

Twenty-one men who won medals in the last Western endurance run, in September, 1911, have received their awards from P. B. Whitney, vice-president of the Lake District of the F. A. M. Eleven of the riders, who earned perfect scores, were presented with gold medals, and those who were penalized, but finished with 900-point scores or better, received bronze medals. The honor men and their scores follow: A. T. Barlass, A. R. Oberwegner, S. J. Chubbuck, A. H. Crocker, S. W. Nicholson, R. W. Du Sell, R. H. Firkins, George Puls, M. N. Graves, H. Bernard, J. S. Tormey, all perfect; D. Popini, 999; W. W. Ingram, 995; W. T. Graves, 980; C. B. Hull, 978; E. Becker, 975; F. Zons, 972; J. A. Truner, 972; H. G. Pohl, 946; C. McCabe, 929; W. J. Mensch, 928.

NEWARK'S MOTORCYCLE TRACK

To Be Built on Site of Old Bicycle Course at Electric Park—F. A. M. Franchise for a Third-Mile Circle.

Reducing the proposition to construct a motorcycle track in Newark, N. J., to bedrock statistics, it appears that Electric Park is the favored site, and the Eastern Racing Association, composed of George Hamilton, Edward MacDougall and A. C. Dunlap, is the organization that has the inside track on the franchise.

President George Hamilton has deposited with Chairman Thornley, of the F. A. M. competition committee, the required $350 fee and obtained the exclusive franchise for motorcycle racing in Newark. The new oval will three laps to the mile and will be located on the site of the old Vailsburgh bicycle track, opposite the present velodrome. The plans have been prepared and it is figured that the track can be built inside of six weeks. Racing is intended to start by the middle of April. It also appears that residents of the district will oppose Sunday racing on the ground of the noise from the motors constituting a nuisance.

Work Begun on Philadelphia Motordrome.

Philadelphia, March 5.—With the completion last week of negotiations between the projectors of a board motordrome and Point Breeze track interests, this city became assured of a speed saucer for the coming season. The Point Breeze Motordrome Association, which will build and operate the track, is composed of Rudolph Baeuerle, president; Walter G. Sykes, secretary and treasurer, and Daniel Kane. Baeuerle is president of the Quaker City Motorcycle Club.

Work on the track commenced this week and application already has been made for a sanction for a meet on May 30. The track will be a three lap structure and will be banked, it is said, for a speed of 100 miles an hour. The estimated cost is $12,000. It is stated that no expense will be spared to secure the best amateur and professional riders in the country.

While the Quaker City Motorcycle Club is not financially interested in the track, it, of course, will lend its hearty support to the project. At the last meeting, a vote of thanks was tendered to the track fathers for their efforts to give the city a modern speedway and encourage motorcycle racing here. It is the opinion of the local trade that the opening of the track will result in a large increase in sales to newly created enthusiasts, who will acquire the riding fever at the races.

Among the plans of the promoters are the bringing over of top notch foreign riders, and conducting international races.

Goerke's Injured Leg Heals Slowly.

Walter Goerke, the ex-racing man of Brooklyn, N. Y., who now has the Indian agency for Newark, N. J., is confined to his home by the development of complications in his left leg, which was badly injured in a road race accident last year. The knitting of the bone was interfered with by a tissue growth, and while the surgeon states that this foreign matter will yield to treatment, it will be some time before Goerke is able to be around. His host of friends are keeping him well supplied with flowers and other material expressions of their good wishes.

Second L. I. Motor Parkway Handicap.

Eastern speed merchants will have their first opportunity to don their war togs and try out their new fliers on Sunday, April 14, when the second annual handicap road race over the famous Long Island Motor Parkway will be held. The distance will be 17 miles, and the race will be held under the same conditions as last year. Three prizes will be offered, viz.: Gold-plated watch, silver watch and gold medal, respectively. Entry blanks will be ready soon. H. F. Bidwell, 2142 Broadway, New York City, the founder of the race, again is fathering it.

Big Virginia Road Race for May 30.

Newport News, Va., March 5.—On a course of 88 miles, from this city to Richmond, will be run on May 30, under F. A. M. sanction, a road race for the Virginia State championship, under the auspices of the Peninsula Motorcycle Club. Handsome gold medals and cups will be the awards. Only stock machines will be allowed to participate and an entry list from all over the State is anticipated.

During the coming summer a number of race meets will be held on the State Fair Grounds track at Richmond, under the joint auspices of Richmond and Peninsula clubs.

Thor Going Out for "Twin" Laurels.

Chicago, March 5.—Having cleaned up all the singles at the Riverview motordrome last season with their lightning single, the Thor folks are going after twin laurels this season. Three new 7 horsepower racers just have been completed, and there is much expectancy among the local fans as to what they will do when turned loose. "Shorty" Matthews will introduce the new fliers, and, of course, will trot out that invincible single whenever other aspirants for one-lung honors appear.

And Brooklyn May Get It, Too.

Brooklyn, N. Y., has the motordrome "bug" again. Charles Earl, an ex-bicycle rider; O. P. Warlick, president of the Invincible Motorcycle Club, and some cronies who are keeping in the background, are reported to have designs on the old Aqueduct race track as a site for the "proposed" speed saucer.

Indian Racers for New Baltimore Track.

Two Indian racers, a "four" and a "seven," just purchased, will form the nucleus of the speed stable for the new Baltimore (Md.) track.

Rain Spoils Racing at Los Angeles.

Los Angeles, March 4.—Rain caused a postponement of the motorcycle races at the Stadium yesterday.



LOS ANGELES STADIUM, SHOWING A CLASS A RACE IN PROGRESS

SECOND WEEK OF BIG RESULTS IN OLYMPIC CAMPAIGN

Broad Policy of Management Unequivocally Assured — Jobbers, Far and Wide, Rally to the Cause — Manufacturers, Salesmen, Clubs and Individuals Contribute Moral and Financial Support.

In response to several inquiries, all of which appear to have arisen from an erroneous impression created shortly after the origination of the bicycle team fund campaign. another statement supplementing that published in The Bicycling World of February 17 is advisable, to make clear the manner in which the subscribed funds will be handled by this publication.

These inquiries come from prospective subscribers relative to the payment of expenses of carrying on this campaign. To them and all others the Bicycling World Company announces that all of the subscriptions to the fund positively will remain intact as subscribed and published in these columns, to be applied in their entirety to the cause for which they are subscribed—the financing of an American Olympic Bicycle Team.

None of the subscribed funds shall be used for campaign expenses in any way. A full accounting of the project will be given in these columns at the completion of the games and the return of the team.

The expenses to date, including salaries of employees, stenographers' services, advertising space, printed matter, postage, etc., with the exception of a relatively small amount for stationery—all approximating over $500—have been paid for gratuitiously by the Bicycling World Company.

Under the regime of the United Cyclists, and by order of its committee, there was ordered paid out of the subscribed funds the amount of $18.30. Even this amount has been reimbursed to the fund by this publication, so that the moneys now are intact as subscribed, and as published in these columns.

Jobbers Lead Subscriptions This Week.

The forward march of the fund continues with unabated energy. Replies of the substantial sort are being recived in every mail and are accompanied in practically every instance with unqualified endorsements of the campaign.

The jobbers from every section of the country are responding liberally to the letter from P. R. Robinson asking for their support. Extracts from some of their replies follow:

The Post & Lester Co., Hartford, Conn., one of the oldest established manufacturers and importers of bicycle parts and accessories, writes: "We are quite willing to contribute $20, as you suggest, to the fund of which you speak. Anything we can do to help along the game we are only to glad to do."

One of the largest wholesale bicycle and supply firms in the South, Walthour & Hood, sends in this week its contribution, $10.

From Toledo, Ohio, comes this week the first contribution from the Buckeye State, made by the Union Supply Co., extensive wholesale and retail dealers in bicycles and motorcycles, amounting to $10.

Another from the South is that of the Nelms-Wiesenfeld Co., jobbers, in Jacksonville, Fla., which contributes $5 to the fund.

New York State again is heard from this week in the contribution of the Sidney B. Roby Co., Rochester; this check also is for $5.

The first reply from the Far West was received early this week in the contribution of $10 by Ballou & Wright, wholesale dealers in bicycle and motorcycle sundries in Portland, Ore.

The manufacturers also are supporting the proposition loyally through the efforts of the Pope Mfg. Co. One very encouraging letter from a prominent firm in this branch of the industry is that from the Pennsylvania Rubber Co., Jeannette, Pa., manufacturer of the famous Pennsylvania vacuum cup tires, in which is states, when sending in its remittance of $25 to the fund, that if, after canvass has been made, the funds paid do not materialize to the necessary extent, it is willing to go further and do its proportionate share.



H. J. MURPHY and GEORGE HAUSENBAUER
Two energetic road riders of Brooklyn, who are in active training for Olympic Try-Outs.

Another department of the manufacturing side to take up the work is the traveling salesmen, as mentioned in these columns recently. The first of these to give the matter financial support is the crew of the Pope Mfg. Co., which submits as follows in a letter from one of them, Ralph H. Smith:

"The Bicycling World Co.: Please find enclosed check for $25, representing the donation of the traveling salesmen of the Pope Mfg. Co. toward sending the team of bicycle riders to Stockholm.

"Our only regret is that the size of it is so small, but we trust it will be accepted in the spirit in which it was given and that the whole scheme will prove the big success it deserves."

C. L. Berry, president of the Salt Lake City Wheelmen's Protective Association, in sending in the check for $25 from that organization, contingent upon the subscription as noted last week, says further: "Salt Lake has been known as one of the leading cities to keep the bicycle before the public. This club is composed of business and professional men who desire to do their portion to assist in annexing the world's championship for the American Boy."

Endorsement of Control Still Growing.

The popular subscription being run in Boston under the management of Fred I. Perreault continues to increase steadily. Writing under the date of March 2, Perreault says that the fund now amounts to $32, contributed in sums from 10 cents up. He also endorses unqualifiedly this publication's control of the fund.

The Little Rhody Cycle Club, Providence, R. I., by the secretary, Henry E. Johnson, says: "Please keep the Little Rhody Cycle Club on the list. We are all pleased with the big gain in the 'Bi-World' of March 2, and think it will be a big boom for the cycling game."

Another, from Donald J. MacIntire, financial secretary of the New England Wheelmen, is as follows:

"The Bicycling World Co.: We are very glad to learn that you are now the official custodian for the moneys donated toward

the Olympic Fund in the Bicycle Division, and we hereby authorize you to keep the donation from us in your possession for such fund."

H. A. Gliesman, New York City, says: . . . "relative to my subscription to the Olympic Fund, I wish to state that the change which has taken place is fully in accordance with my views. Accordingly, you may continue my name on the list."

Tigers Preparing Vigorous Reorganization.

Well appointed club rooms a restricted and selected membership of two classes, riding and social, and a policy to cater equally to each, a closed club race for one and a social function for the other each month, are some of the inducements offered by the committee on reorganization of the Tiger Wheelmen, of New York City. The committee, composed of J. G. Kopsky, chairman; O. Brandes, F. MacMillan and C. P. Soulier, every one of the "old guard," reports as having received very encouraging results for the week's activities, a sufficient number having pledged themselves to support the movement and insure its success.

Goodwin Wins at Dominican Games.

Last Saturday evening at the annual games of the Dominican Lyceum, held at the 71st Regiment Armory, New York City, there was an interesting two-mile handicap bicycle race, run in two heats and final, all hotly contested throughout.

In the final the result was a win by E. H. Goodwin, Irish-American A. C. (scratch); H. J. Murphy, Atlas B. C. (100 yds.), second; Harold Lightfine, Glencoe A. C. (100 yds.), third. Time, 5:01.



R. G. WESTERVELT and A. D. DAWSON, Training Over Long Island's Famous Highways for Olympic Try-Outs.

CANADA IN OLYMPIC RACE

Our Northern Neighbors Arranging for Representation—Petersboro Wants Provincial Championships.

Toronto, March 5.—At a special session of the Canadian Wheelmen's Association held here on Friday evening, March 1, further arrangements for a strong representation of Canadian riders in the 200 mile road race at the Swedish Olympic festival next July were formulated. Steps were taken to put on several elimination road trials in different parts of the country in the spring, the distances of the preliminary events to vary from 25 to 100 miles.

The intention is to make the team as representative as possible, and with this end in view the committee in charge is working up an enthusiasm in all parts of the Dominion. It is probable that Prouse, of Charlottetown, on the Atlantic Coast, will join the team at Quebec on the way over, while a mile-eater of far-off Medicine Hat, "where the weather comes from," whose prowess has come to the attention of the committee, will be invited to take part in the trials.

The Canadian association hopes to send at least seven riders. "Canada is strong

Subscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
United States Tire Co., N. Y. City.	$100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling salesmen Pope Mfg. Co.	25.00
J. W. Grady & Co., Worcester, Mass.	25.00
Pope Mfg. Co., Hartford, Conn.	25.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
Continental Rubber Co., Erie, Pa.	25.00
Davis Sewing Machine Co., Dayton, O.	25.00
Consolidated Mfg. Co., Toledo, O.	25.00
Wheelmen's Protective Association, Salt Lake City, Utah	25.00
New England Wheelmen, N. Y.	20.00
New York Sporting Goods Co., N. Y. City	20.00
Utica Cycle Co., Utica, N. Y.	20.00
Motor Car Supply Co., Chicago	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
Haverford Cycle Co., Phila.	15.00
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
Little Rhody Cycle Club, Providence, R. I.	10.00
W. H. & L. C. Wolfe, Altoona, Pa.	10.00
Wilson Trading Co., N. Y. City	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
R. G. Betts, New York City	5.00
Crescent Bicycle Club, Baltimore	5.00
Keyser Fry, Reading, Pa.	5.00
Van Cleef Brothers, Chicago	5.00
Reedley (Cal.) Bicycle Club	3.00
Kenneth Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
Carl Schutte, Kansas City, Mo.	2.00
John H. Rust, Hammond, Ind.	1.00
A. C. Clayton & Son Printing Co., St. Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
H. E. Kidder, Port Henry, N. Y.	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
George B. Shannon, East McKeesport, Pa.	1.00
John Pipp, Yonkers, N. Y.	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
L. J. Berger, Chicago	1.00
Lewis Stacey, Whitestone, L. I.	1.00
Edw. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
Geo. Steinert, Brooklyn, N. Y.	1.00
Carl Bonhardt, N. Y. City	1.00
H. Greisenbruch, Bermuda	1.00
Jos. Scheider, Buffalo, N. Y.	1.00
P. Wollenschlager, N. Y. City.	1.00
Lester Morton, Arbury Park, N. J.	1.00
F. J. Herbert, Fall River, Mass.	1.00
Emil Trunk, Brooklyn, N. Y.	1.00
George Thorakos, N. Y. City.	1.00
Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City.	1.00
Charles Waldo, New York City	1.00
Kenneth Mackenzie, Bayonne, N. J.	1.00
D. M. Campbell, Gray, Ky.	1.00
J. W. Flanagan, Jersey City.	1.00
James A. Coote, Yonkers, N. Y.	1.00
F. I. Perreault, Malden, Mass.	1.00
J. Vaccaro, Asbury Park, N. J.	1.00
Gus Wohlrab, Jersey City, N. J.	1.00

Subscriptions Received This Week.

Pennsylvania Rubber Co., Jeannette, Pa.	25.00
Post & Lester Co., Hartford, Ct.	20.00
Ballou & Wright, Portland, Ore.	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Union Supply Co., Toledo, O.	10.00
Sidney B. Roby Co., Rochester, N. Y.	5.00
Nelms & Wiesenfeld Co., Jacksonville, Fla.	5.00
Chas. A. Merrill, Winchendon, Mass.	1.00
Charles Fred. Travis, Boston	1.00
Total for the Week	$87.00
Total Previously Acknowledged.	778.24
Grand Total to Date	$865.24

for the bicycle game, and it is believed that our riders will not prove the least noticeable of the different aggregations which will be wearing the Maple Leaf," declared President Falconer, in discussing the situation.

Frank McPherson, of Petersboro, Ont., was present at the meeting to press the awarding of the Provincial championships to that city next August. Peterboro has not seen a bicycle race for ten years, and the application for the title contests was evidence that the bicycle game is surely spreading. The matter will be definitely taken up at the annual meeting of the association, to be held in Toronto April 6 next.

Fine Races at 65th Infantry Games.

Buffalo, N. Y., March 2.—Keen competition and close finishes were in order in every event of the bicycle races at the games held on the evening of March 1 under the auspices of the 65th Infantry A. A., despite the fact that 31 of the city's amateur stars are still under suspension.

Some of the best talent in Canada paid a visit across the border, and these, especially Andrews and McMillan, of Toronto, with Scott and Penseyres, of the Bison City, furnished the principal fireworks of the meet, with honors fairly evenly divided.

The two mile lap race preliminary heats and final all were hotly contested from start to finish, the final narrowing down to an inter-city duel with Scott, Penseyres and Kraus, of Buffalo, versus Andrews; Scott won by a very narrow margin over Andrews, with Penseyres and Kraus close up for third and fourth, in what was conceded to be the best race seen so far in the new armory.

Andrews made a gallant effort to qualify in his heat in the two mile handicap, but could not get up, the heat going to Muehlbauer (95 yds.) in 4:30. Summary:

One mile, novice—Won by J. L. Stoll, 65th Inf.; second, L. F. Scenck, unattached; third, P. J. Bowers, Colonial A. C. Time, 3:02⅖.

Two mile, lap race—Won by F. P. Scott, 65th Inf., 61 points; second, Walter Andrews, Toronto B. C., 53 points; third, W. C. Penseyres, Colonial A. C., 40 points. Time, 4:51⅕.

Two mile, handicap—Won by George McMillan, Indian B. C. (135 yds.); second, A. L. Bochre, North Oaks (115 yds.); third, Ed. Schellermann, Cornell A. C. (115 yds.); fourth, John Kraus, St. Michael's Club (50 yds). Time, 4:49⅗.

St. Louisians Annual Meeting Next Week.

The regular annual business meeting of the St. Louis Cycling Club will be held March 14, in accordance with the decision of the executive committee of that organization at its meeting of February 24. The reports of officer elections, distribution of membership buttons, the payment of dues and two amendments to the by-laws will be up for action at the annual meeting.

SALT PALACE TRACK LEASED

Ten Year Lease Negotiated by Langford and Nelson, Well Known Salt Lake City Promoters.

Salt Lake City, March 2.—Yesterday negotiations were concluded whereby the Salt Palace amusement park, with all its appurtenances, which includes the historic bicycle track, was leased by the proprietor, Frederick Heath, for a term of ten years to J. E. Langford and Joseph Nelson, the well known proprietors of Salt Air amusement enterprises located on Great Salt Lake, about 20 miles from this city.

It is the intention of the lessees to remodel the grounds and make vast improvements, which will include improved facilities for the bicycle track, and as the new proprietors are men of wealth and prominence, a great boost for cycle racing is anticipated.

Floyd Macfarland, the well known racing man, now in Europe, had a contract with the old lessee to manage the track the coming season, and Messrs. Langford and Nelson have expressed their willingness to make a new agreement with Macfarland, on his return from abroad, and it is quite probable the business relations already entered into with the former lessee will be continued in the main. Messrs. Langford and Nelson built a cycle track at Salt Air a few years ago.

Bicycle Exports to South America.

An exceptional opportunity to put their goods into South American countries appears to be within reach of the manufacturers of bicycles in the United States in a proposition, evidently being promulgated by the hardware trade, as published in a recent issue of the "Hardware Reporter," according to which the plan has been worked out by Philadelphia business men who have organized a selling corporation which expects to be ready for business in the immediate future. The project is to drive American goods into South American markets though the agency of 100 salesmen specially trained in North America, all speaking Spanish.

The active factors in the enterprise are Rolin W. Van Horn, William H. Cummings, John C. Wisener and George F. Brendlinger, all of whom are familiar with local conditions in the republics of South America and all of whom claim to be expert sales managers. The general plan is to have a central office in Philadelphia and branch depots in Rio de Janeiro, Buenos Ayres, La Paz, Santiago, Bogota, Quito, Asuncion, Lima, Montevideo, and Caracas, each in charge of an American sales manager, and from these local stations the salesmen trained in the United States will canvass the local trade and serve as the direct representatives of the American exporter. This comprehensive move is in anticipation of the Panama Canal completion. It is one of the practical projects resulting from the recent export congress held at the Commercial Museums.

High School of Commerce Cycle Race.

Varying the preliminary heats by running them at one mile distances, while the final was run at two miles, the High School of Commerce of New York departed from the usual order of things in conducting its handicap bicycle race held in connection with its annual games at the 71st Infantry armory, on the evening of March 1. This method is hardly a fair way to qualify riders for a two-mile race, although the marks were altered for the heats to correspond to the one mile distance.

It proved the undoing of Van den Dries, who is best at a two mile distance, and he failed to qualify, Raleigh (40 yds.) and Murphy (70 yds.), securing the coveted positions, in 2:26. The second heat went to Goodwin (scratch), Townsend (15 yards), second, and Waeldner (60 yds.), third; time, 2:25⅘. Lightfine (55 yds.) and Gutoff (90 yds.), led in the third heat, in 2:29⅘.

In the final seven men answered the starter's gun, the winners proving to be: First, E. H. Goodwin, Irish Am. A. C. (scratch); second, Jack Townsend, Dominican Lyceum (25 yds.); third, Walter Raleigh, N. Y. A. C. (70 yds.); time, 4:57⅗.

Early Entries for C. R. C. A. Century.

With entry blanks out less that a week, entries already are coming in for the fifteenth annual spring century run of the New York Division, Century Road Club Association. The committee is desirous of securing the most experienced pacemakers for the fast division, which will be known as the Olympic "work-out" division. Joseph G. Kopsky will be chief pacemaker. Volunteers to assist in this capacity are requested to communicate with the chairman of the committee, George Bieregal, 309 West 111th street, New York City.

Cycle Exports for January Show Gain.

Bicycle and motorcycle exports for the month of January, 1912, show an encouraging gain over the same month in 1911, being valued, respectively, at $95,379 and $83,843. The exports for seven months ending January, 1911, amounted to $449,359; for the same period ending January, 1912, $539,267. The import business during seven months ending January amounted to $83,037; for January, $20,570.

Atlas Bicycle Club's Weekly Run.

The second club race of the season of the Atlas Bicycle Club, Brooklyn, resulted in a sensational sprint at the finish of the 14-mile course between A. D. Dawson and H. J. Murphy, in which the former relieved Murphy of the ownership of the "cork." "Pop" Rhodes finished a close third.



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Have you received the New Departure calendar for 1912? Sent only to dealers who write for it on their letter heads.

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EXHIBIT OF THE INDIAN REPRESENTATIVE AT THE RECENT BALTIMORE SHOW

The How and Why of Federal Tires.

Cudahy, Wis., March 2.—Looking back to last July, when the wand of activity was first waved over the old Federal "rubber plant" by the new owners, the amount of work accomplished to the present time reads like a tale from the Arabian Nights. In the comparatively short space of seven months a debilitated factory has been taken over, rebuilt and modernized by the introduction of carloads of new machinery; a tire was designed and tested until it was brought to a high state of service efficiency; one of the strongest selling organizations in the industry, composed largely of tire veterans, has been built up, and an extensive advertising campaign mapped out.

The expenditure on buildings and equipment alone wes $250,000. This is the measure of executive ability displayed by the administrative trio composed of President B. C. Dowse, Vice-President H. A. Githens and Secretary-Treasurer Richard Ward, who won their "treads" under the banners of other leading tire plants, and now have gathered around them many of their old associates of known ability. For the present season it is planned to produce 500,000 motorcycle tires, in addition to automobile and bicycle tires, sundries and mechanical rubber goods. The plant is located eight miles from Milwaukee on the main lines of the C. & N. W. and C., M. & St. P. railroads.

When the plant was acquired it was rebuilt by a New York engineering firm to permit of 100 per cent. increased capacity without serious interference with manufacturing routine. So great is the demand for Federal products that the present facilities are inadequate to take care of them, and a one-story addition, 450 x 75, is now being planned.

Realizing that pleasant environment and minor luxuries for employees are an investment that pays large returns in better work and more of it, the company shortly will begin the erection of a recreation building for the use of the operatives. The building will accommodate over 500 persons, and will include a dining hall, reading room and other appealing attractions for employees.

Possession of a new office building just has been obtained, which wil l give a large increase of much needed space, and more congenial facilities all around for the administration of affairs. The plant now is being operated 24 hours a day, the operating force numbering over 500.

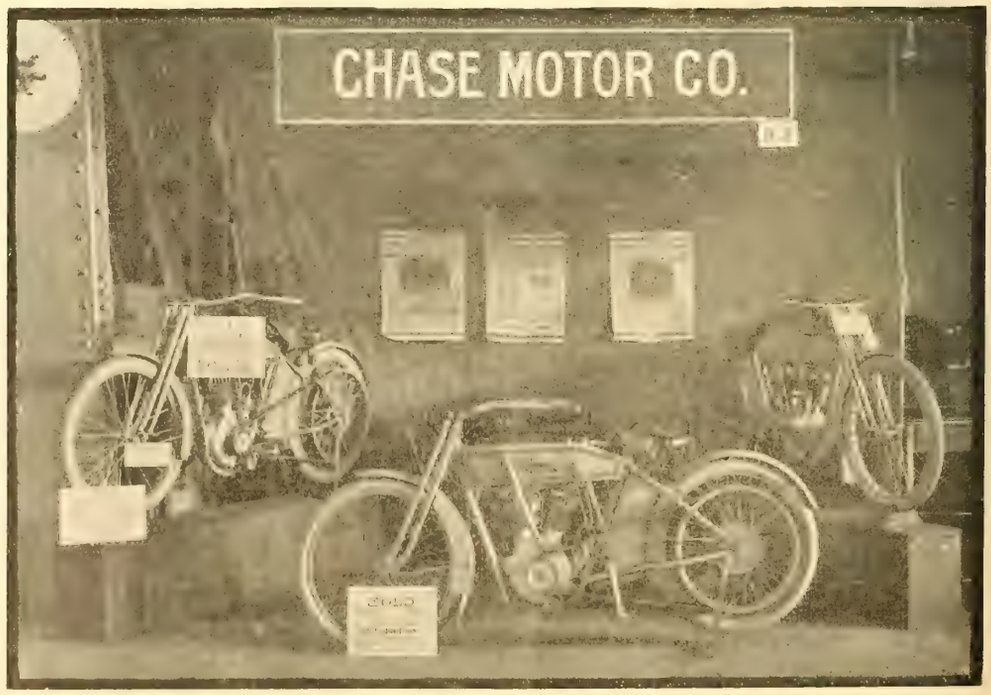
Although it never has been exploited, there is a 2¾-inch Federal tire, too, which will fit the new standard rim. The company heartily supports the adoption of a standard rim, voicing the opinion that it will prove one of the greatest benefits ever conferred, both on the tire manufacturer and the rider.

One of the features of the factory organization which is a considerable factor in the prosperity of the company is the daily staff luncheon, at which business policies are discussed and new ideas developed. These gatherings are strictly free from all formality and restraint, and suggestions are freely exchanged and analyzed for worth. In the opinion of the officers, these daily gatherings are of inestimable value in laying sales and manufacturing policies and devising methods of improving the product. Once a month the department heads also gather at a banquet at the Hotel Pfister, where factory methods are discussed and suggestions for betterments are engendered.

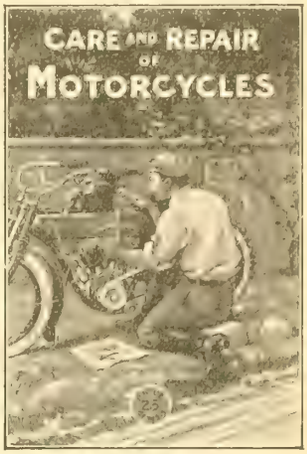
While the entire equipment now is modernized, and there is lots of it, too, perhaps the one department of which the company is most proud is the drying room, where the rubber is graded and hung in great sheets on racks to dry thoroughly. While practically all drying rooms in rubber factories are operated with steam heat, the Federal "sweat box" uses the hot air system. Cold air is sucked in and filtered to remove all impurities, and then is passed among hot steam pipes until it becomes well heated. It then is forced into the drying room by powerful fans, and is kept in constant circulation by another elaborate exhaust system, so that fresh air constantly is introduced.

It is the belief of the Federal officials that it is the most modern and only drying room of its kind in the tire industry to-day, and considerable emphasis is laid on the advantages of circulating hot air over steam for drying rubber.

During the Chicago show the field salesmen assembled at the factory, and, after inspecting the plant, were guests of the company in the red room of the Hotel Pfister, Milwaukee. President Dowse selected a few of the party to entertain with informal talks, and a most enjoyable gathering ensued.



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BICYCLING WORLD CO.

TRIBUNE BUILDING NEW YORK

HOW EXCELSIORS ARE BUILT

Big Equipment of Modern Tools—Stock Bins Filling Rapidly—Exacting Standards Maintained.

Chicago, March 4.—Immense quantities of raw stock in the storerooms and large lots of parts going through the machine shop forecast the production of Excelsior motorcycles on a big scale this year. In fact, it is stated that the output has been set at no specific number, but that the plant will be run to capacity all season, and that orders now are in sight for all the machines that can be built. The present shop staff numbers about 350 men, but this will be increased steadily from now on, according to the management. Many of the finished stock bins are filled, and it is planned to commence assembling on a large scale as soon as certain parts come through the shop, which will be very soon, if the schedule is maintained.

Concerning the adoption of the mechanical inlet valve on the single, it is stated that over ¼ horsepower was gained by fitting it, and this without any other changes in the engine. The company now is a strong advocate of the mechanical inlet valve for all types of motors. In explaining its taking up the chain drive, the company states that it is fitted to the single in response to a demand for this type of machine, and to the "7" twin because of the impracticability of using the abnormal sized belt necessary to transmit a reasonable percentage of power from a big engine. The development of the multiple disk clutch also made feasible the adoption of the chain drive at this time, it is said.

It is the proud boast of the Excelsior Motor Mfg. & Supply Co. that it possesses one of the best equipped plants in the country for the production of motorcycles on a large scale, and a trip through the factory gives confirmation to the claim. Expensive tools of all kinds are numerous in machinery hall, and here specialization in production is carried to the point where high-priced machines are kept producing one part, or doing one operation, only.

It is doubtful if any other motorcycle factory in the country can boast of a grinding equipment equal to that of the Excelsior, which was installed at a cost of $50,000. It comprises over 20 machines of the latest types, and is capable of turning out immense quantities of work. While considerable of the machinery in the plant has been used in the production of automobile motors heretofore, their manufacture has been abandoned, and it is stated that the full facilities will be utilized on motorcycle production for the coming season.

Few motorcycles contain as many forgings as the Excelsior, the use of forged parts being a hobby with these makers, who consider that this construction is unequalled where strength is desired. Very few stampings are used. In addition to the installation of a large amount of new machinery, the company now possesses facilities for doing its own enameling and nickeling.

To the rider interested in seeing how a motorcycle is built the machine shop is a never-ending fountain of knowledge. For instance, the cutting of a timing gear in seven minutes, on imported machinery that almost "thinks"; the finishing of a cam in jig time, and the turning of a piston on which 11 tools are working at one time, are but a few of the hundreds of operations which fascinate the visitor who possesses the slightest interest in mechanics. It is only by the use of modern automatic machinery that the motorcycle of to-day has become possible, both in price and quality, and even the very latest machine tools rapidly become obsolete and are discarded for something better, so swift is the march of progress in tool development these days.

There is no department of the Excedsior plant in which a standard is set and exacted so mercilessly as in the test room, where 20 test blocks and their individual equipments of ignition, gasoline and oil systems, receive the motors as they come from the assembling shop. This is "the seat of judgment" of the factory, and the motor that does not develop its required power is sent back for overhauling until it "makes good." When first placed on the block, a motor is "run in" in oil off a belt to "limber it," and then is run under its own power on moderate load until it develops the power required for its class. The dynamometer test, with lamp resistance, is used, and the average testing period is three hours.. While under test a motor is cooled by two powerful streams of air fed by an immense blower and flowing on the cylinder. After the machine is assembled it is given a final shop test before crating.

The plant is located on the line of the C., B. & Q. R. R., and has an area of nearly 200,000 square feet. Visitors always are welcome.

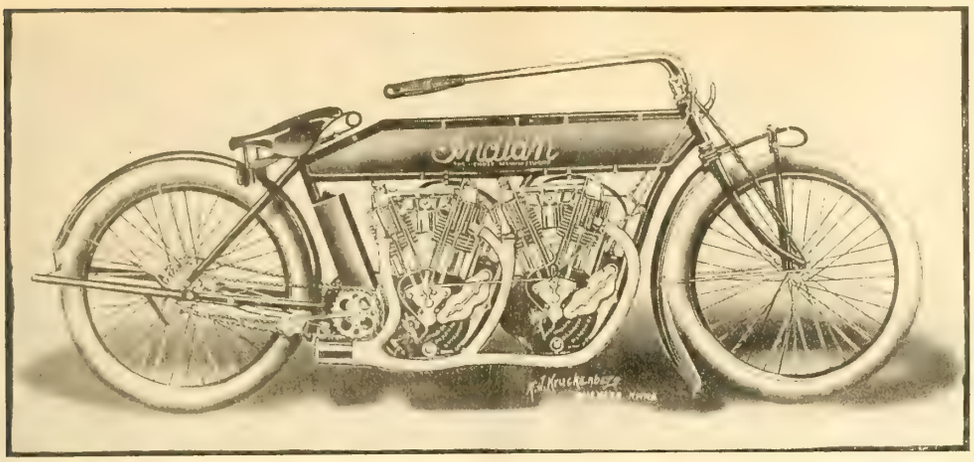
W. J. Lister, of Cleveland, O., has leased a large brick building in the rear of his store on East 55th street, for a repair shop.

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MOTORCYCLE AND BICYCLE
SUPPLIES
FULL LINE—NEW CATALOG
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Motor Car Supply Company
1451-1453-1455 Michigan Blvd. CHICAGO

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by using our machine for setting solid tires. It is the only machine that positively closes the joint.
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A fine side line for traveling salesmen.
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"DUCKWORTH"
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DUCKWORTH CHAIN & MANUFACTURING COMPANY, Springfield, Mass.

"Saw it in Bi-World." Say that when writing to advertisers.



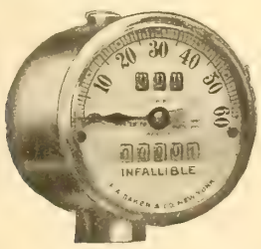
MODEL OF FOUR-CYLINDER INDIAN SUGGESTED BY A KANSAS MAN

Have Suggested a Four-Cylinder Indian.

Figuring that if two cylinders are fast, four ought to be considerably faster, Paul Garst and Ray Weishaar, Indian speedsters, of Wichita Kan., have submitted the accompanying design to the factory, as a suggestion for a 1915 model. Such goals of the space annihilators as two miles a minute and a century an hour would certainly be realized with this Juggernaut. Won't someone now step forward with a "six."

Baker's New Motorcycle Speedometer.

So many speedometers play tag with the truth that many people have become skeptical of the advantages which an accurate instrument possesses. It therefore is not without unusual significance that F. A. Baker & Co., New York City, have selected the title "Infallible" with which to designate the new line of motorcycle speedometers which they just have brought out. The instruments are of the centrifugal type, and are built in three models, with



BAKER'S "INFALLIBLE" SPEEDOMETER

60 and 80 mile dials, respectively. The leader of the line, the 80-mile model, with trip and season odometers, is shown in the accompanying illustration. While rear drive is standard, front drive fittings are provided for machines carrying the front wheel on the main fork. The drive is through a silent running flexible shaft and worm gears, and by means of an ingenious arrangement the driving gears may be disconnected when the motor is raced on the stand. This is an exclusive feature. Not the least attractive features of the instruments are the popular prices.

Echo of a Famous Endurance Run.

Editor Bicycling World and Motorcycle Review:

What machine won the 365 mile endurance race from Chicago to Indianapolis in 1910? CHARLES MITCHELL,

Pearl City, Ill.

[There were two classes in this contest. The Thor team won the trade trophy, and a Merkel rider, the private owner's cup.]

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to fit all makes and styles of wheels. Carry in stock one of our A. & J. Adjustable Hangers, with an extra set of our Adjustable Cups with Cones, and you can fit all widths of bracket up to 3½" and all diameters up to 2". This range covers practically all sizes. You can fit a new hanger into a wheel without delay and please your customer.

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We are Sole Manufacturers.

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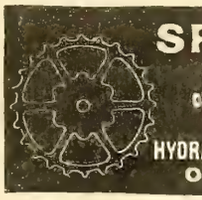
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at small cost, by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second hand, $35.00 up. Send stamp for catalogue and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

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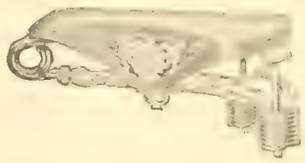
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A FEW OF OUR LEADERS



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(For Bicycles)

Size 11" x 7¾" List Price, $2.00



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Size 11" x 7¾" List Price, $2.60

The lightest and snuggest spring saddle made in America. We also make the Roadster, the frame of which is exactly like Old Comfort, but a larger top is used, size 11" x 9½". Price, $3.00.

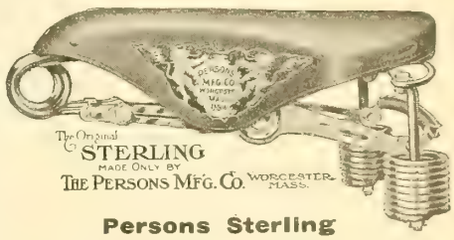


Persons Overland

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Size 10¾" x 8¾" List Price, $4.00

This is one of our 1912 models. A very comfortable and springy saddle. Our Peerless is of similar construction, but has larger top, size 11" x 9½". Price, $5.00.

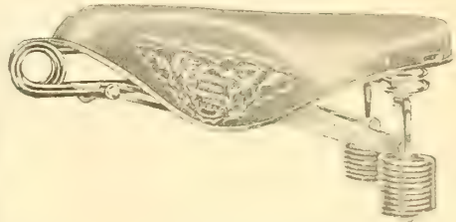


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Another 1912 model. Fitted with Persons genuine compound springs and one-piece bridge. Our celebrated Maximus is of the above construction with larger top, size 11" x 9½". Price, $6.00.



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Genuine Persons Quality throughout. Frame of forgings and cold rolled steel parts—unbreakable. Our Model "R" Champion is the same as Model "S" except front spring is omitted, the trusses being hinged to the pommel, giving lowest possible saddle position.

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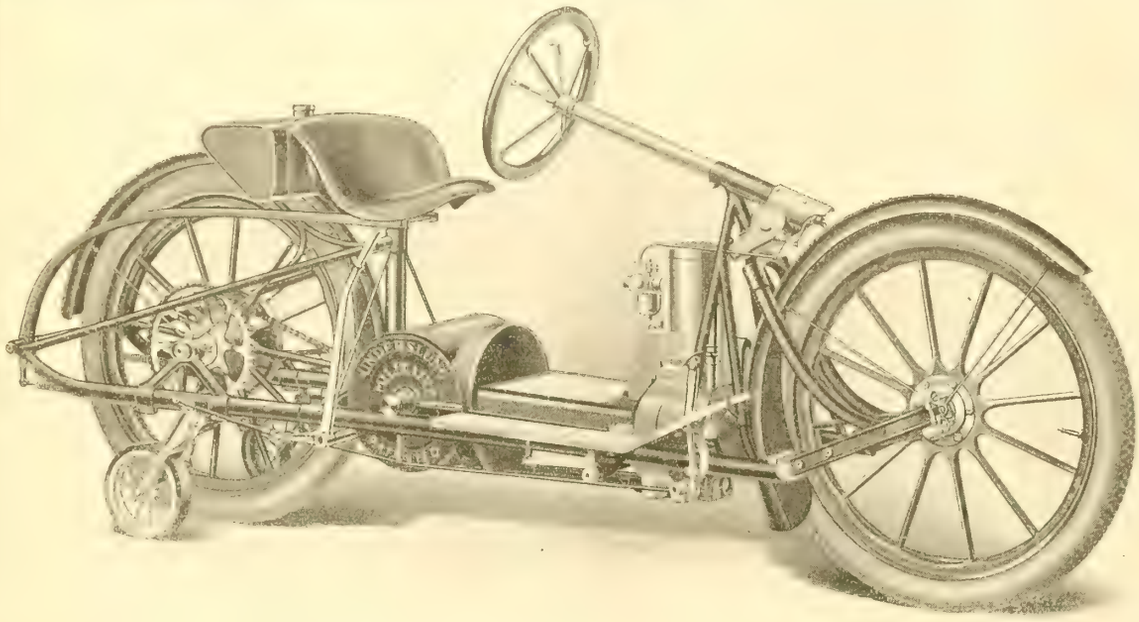
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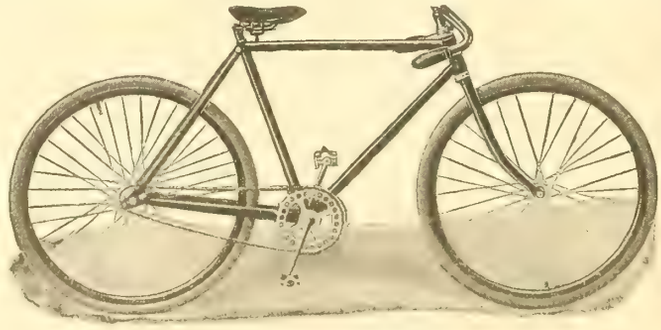
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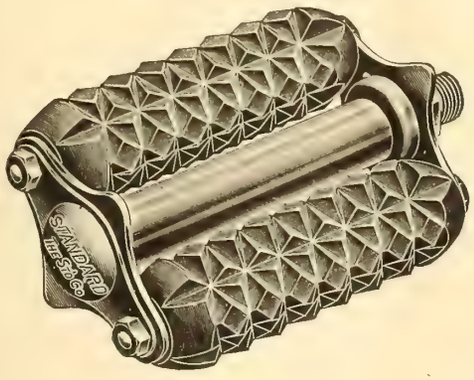
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by equipping the motorcycle with

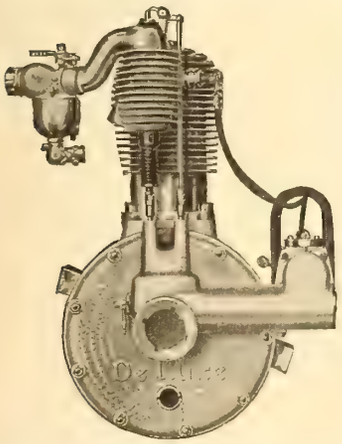
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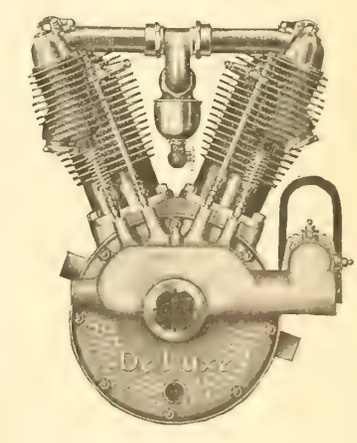
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These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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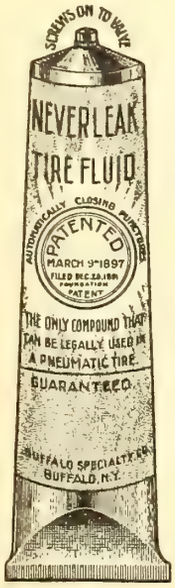
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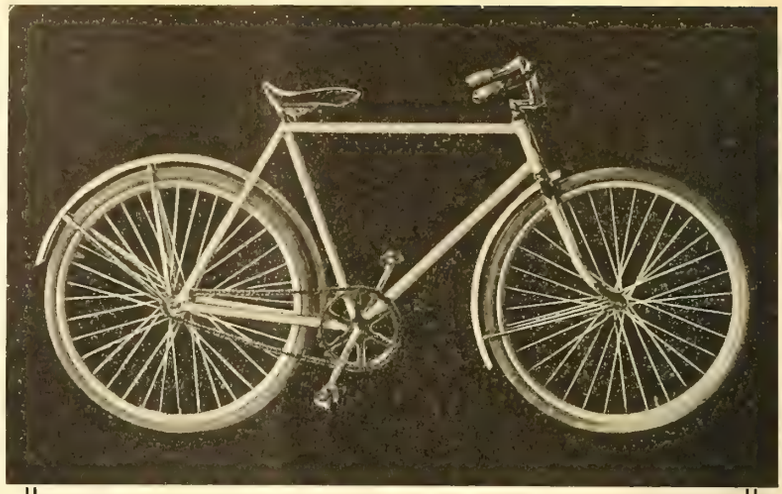


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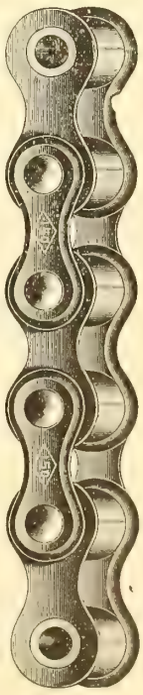
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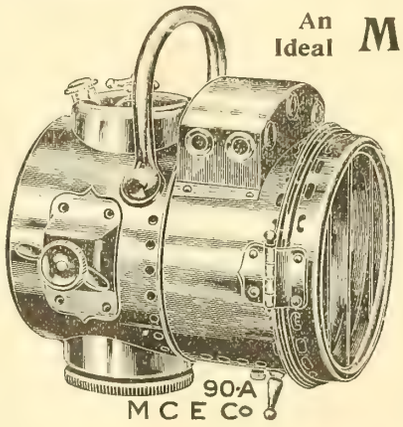


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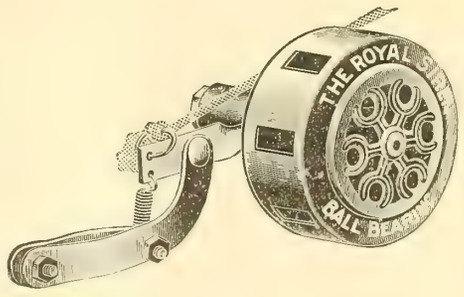


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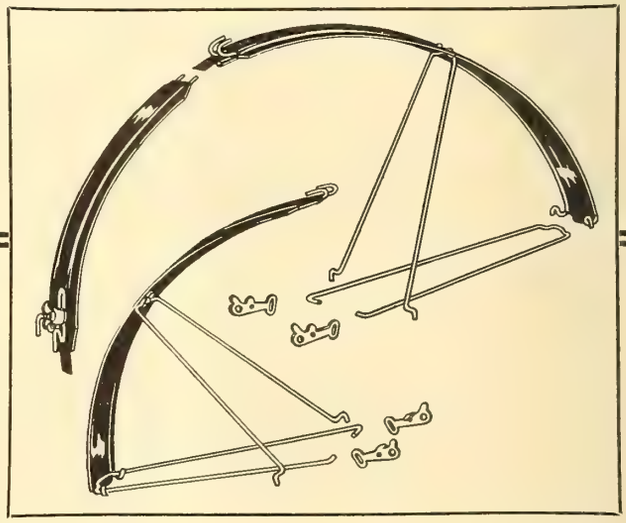
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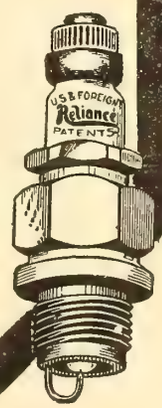
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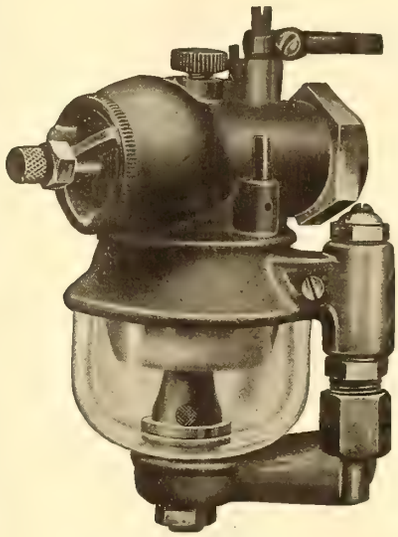


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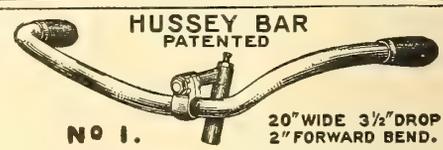
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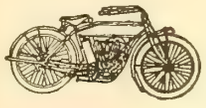
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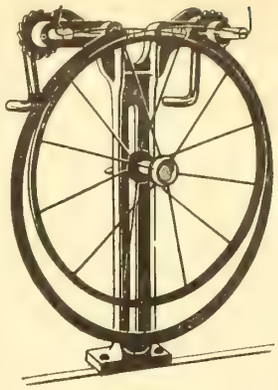
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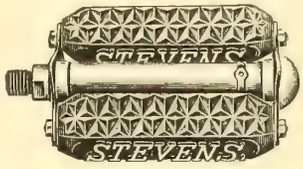
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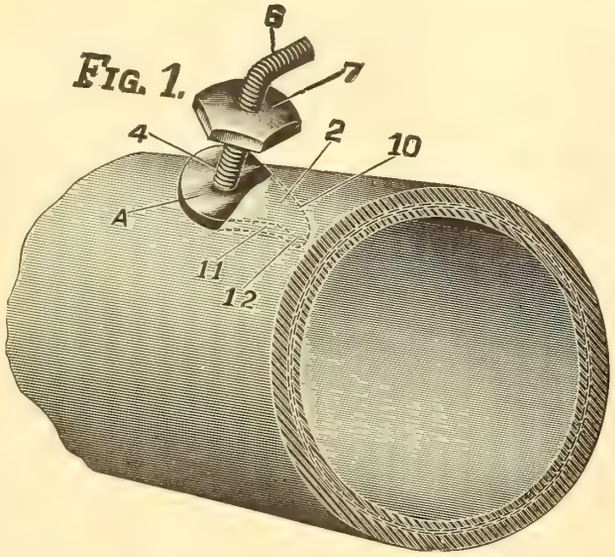
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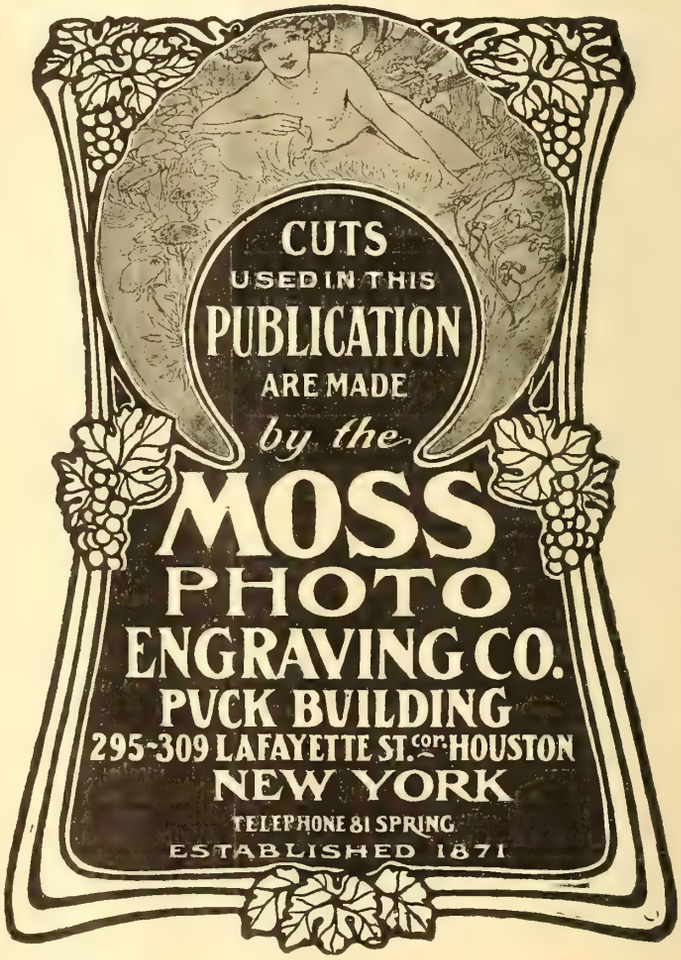
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THE
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Published Every Saturday by The Bicycling World Company, Tribune Building, New York



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On May 12th, 1911, Wm. E. Metzger Co., Detroit Agents for the INDIAN MOTOCYCLE, delivered to the Detroit Police Department 6 Twin-Cylinder INDIANS. Official records show that the total cost of upkeep for the six machines to January 1st, 1912, was $13.13. The total mileage exceeded 30,000. Average upkeep cost per machine, $2.18.

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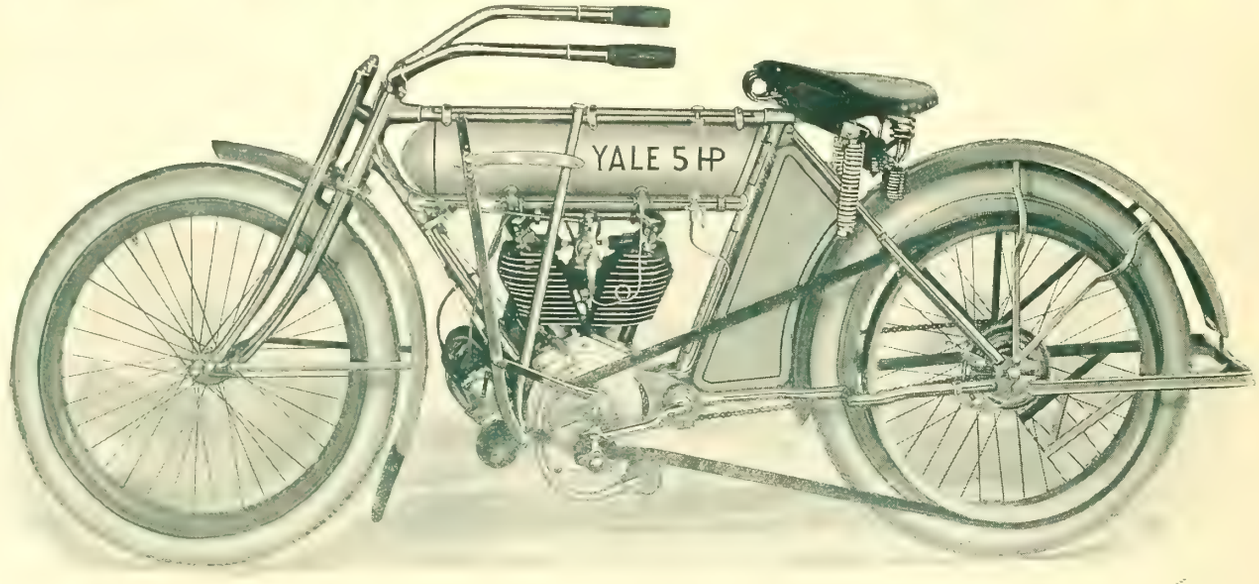
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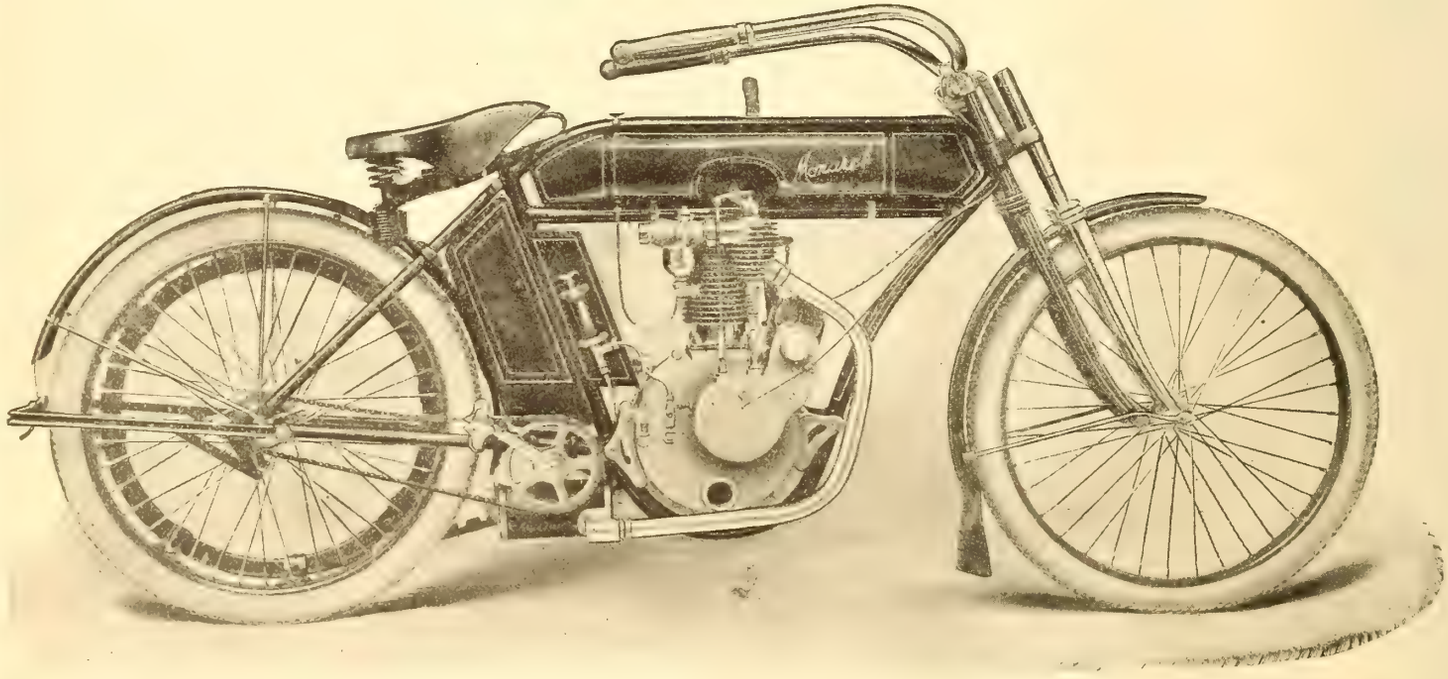
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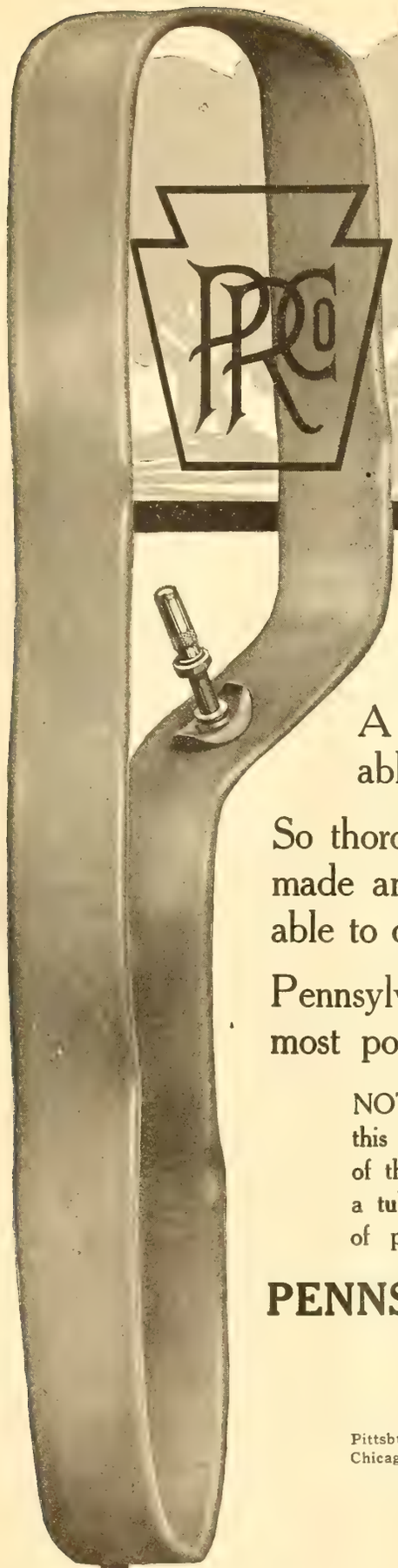


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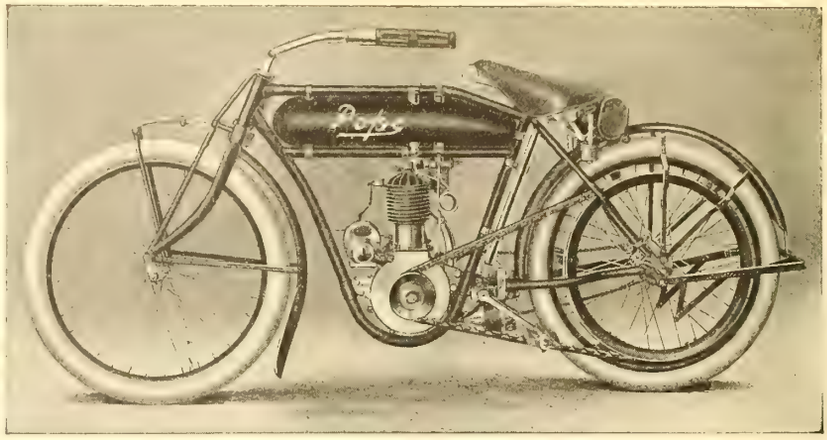
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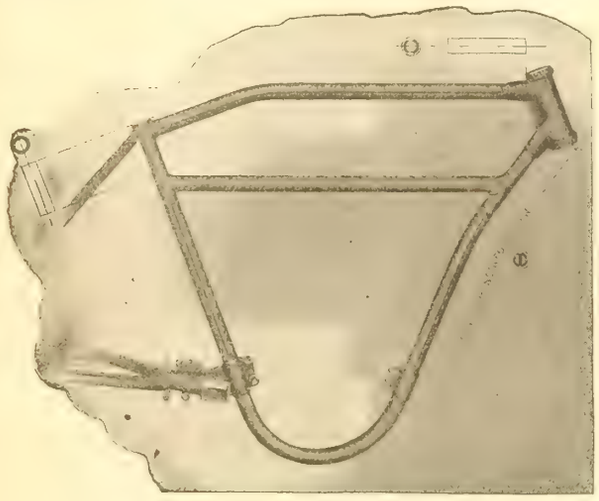
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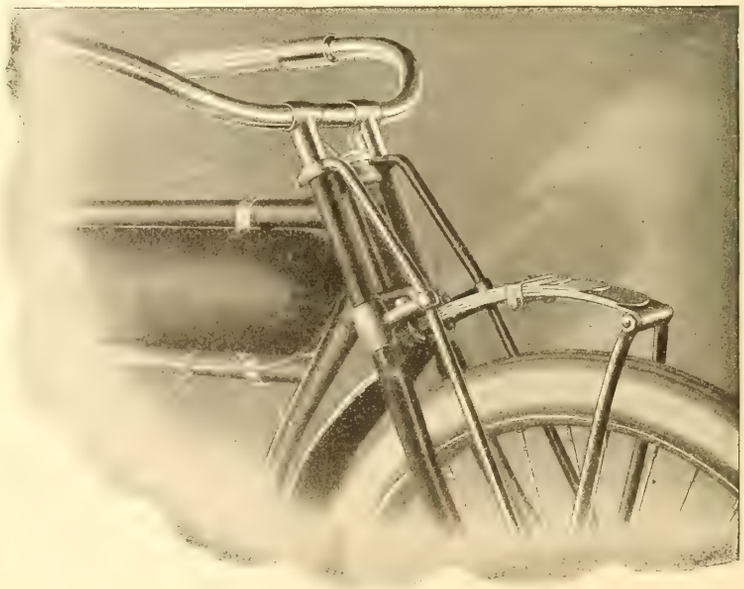
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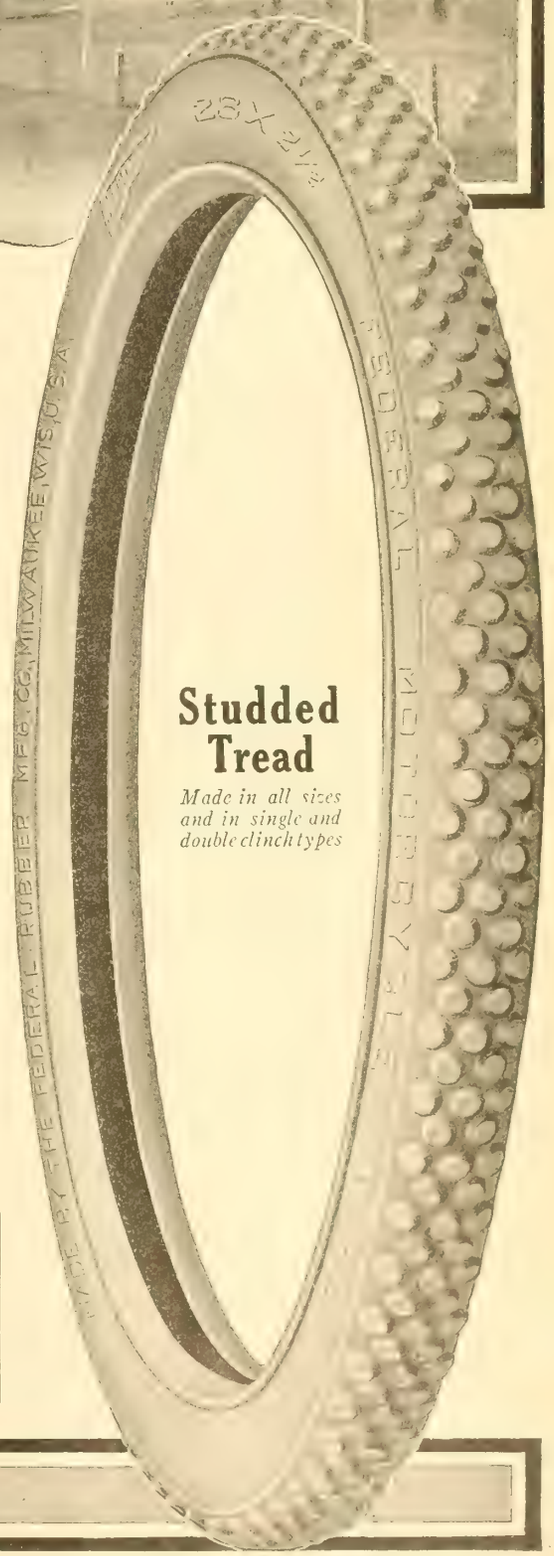
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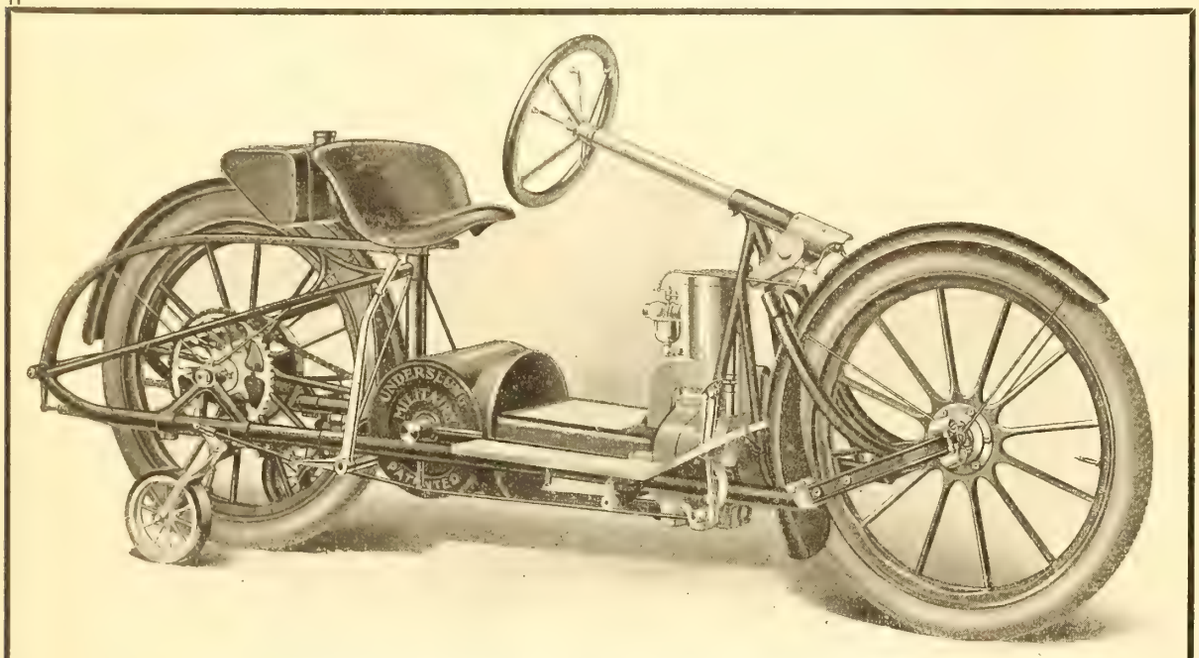
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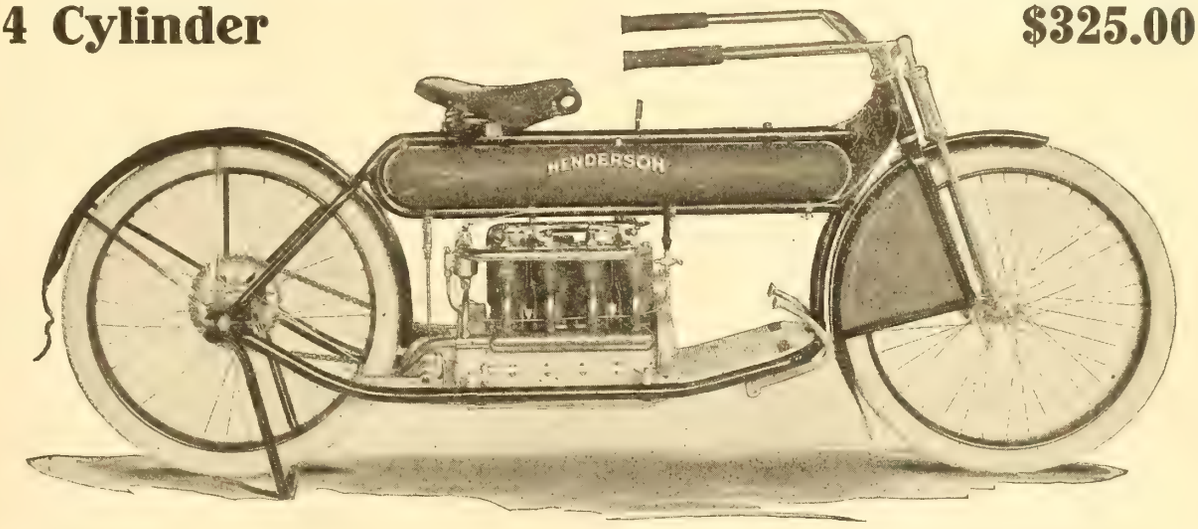
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4 Cylinder **$325.00**

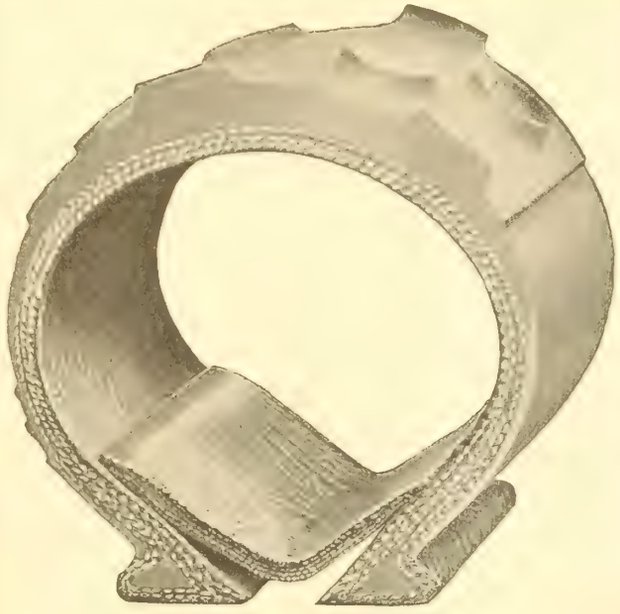


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Today the name CONTINENTAL-ERIE on a motorcycle tire means everything. Greater efficiency, more mileage, less tire troubles. These are reasons why

Continental-Erie Motorcycle Tires

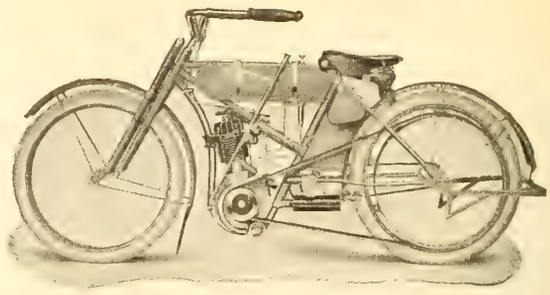
are used by the manufacturers of the Emblem, Excelsior, Merkel, Harley-Davidson and Yale machines as standard equipment, because they realize that a high quality tire tends toward greater efficiency of their machines. CONTINENTAL-ERIE TIRES are made in one style tread as shown above.

Ask Your Jobber—He Knows

Continental Rubber Works

ERIE, PA.

New York Branch—35 Murray Street
Chicago Branch—131 North Canal Street



Model "M" Battery, $160

W-A-G-N-E-R MOTORCYCLES

Are Backed by an 11-Year-Old Reputation

Eleven years devoted to Designing, Refining, Improving and Perfecting this Splendid Machine.

THINK WHAT THIS MEANS TO YOU

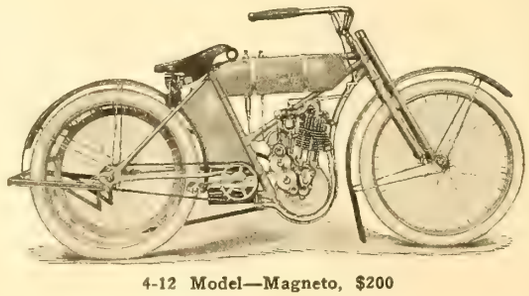
Prices 1912 Models
$160 to $200

Complete 1912 Catalog Ready

WE CAN GUARANTEE
IMMEDIATE DELIVERIES

Wagner Motorcycle Co.

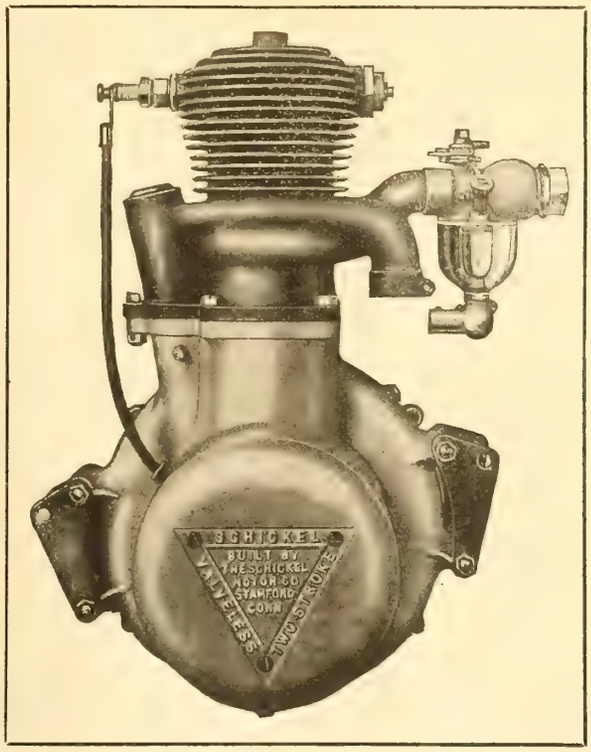
ST. PAUL, MINN.



4-12 Model—Magneto, $200

MOTORCYCLE TALKS

No. 1 (Note: This is the first instalment of the series of talks to appear in this paper dealing with those practical features that you should look for in the machine that you require for everyday service.)



The Motor

The motorcycle, like its big brother, the automobile, has its heart in the motor. It is then highly important that you insist that your new mount has a stout heart and carries a motor that best satisfies all requirements. The engine in the motor car is well protected. It is under the hood and therefore out of sight. In face of this we find the designers of automobiles laboring harder than ever before to build a motor with as few working parts as possible.

It is their aim to completely enclose these few parts to secure silent running. By placing these moving parts within the engine, the chance for wear is minimized as dust and grime from the road is kept from the small working surfaces. With the exterior of the engine free of all mechanism and the surface left smooth, these eminent designers, who have been laboring for years and years hope to produce an engine in which there will be but little chance for wear; which will be nearly silent; be free from accumulation of oil and grit; and be neat and graceful but business like in appearance. Remember that this engine is even now completely covered, protected and out of sight. The average passerby never sees this engine and the owner himself sees it only when doing work on it. For one moment guess what one of these hard working, energy multiplied, brainy engineers would say if you showed him the average motorcycle engine. Do you suppose that after all his vast experience in designing and building motor units for general utility he would overlook the following points: The motorcycle engine is necessarily exposed to every contingency and is at all times exposed to the gaze of every passerby—the owner rides immediately over it and comes in direct contact with it frequently—one must not expect the average rider to be an engineer or even of a mechanical turn of mind. This will undoubtedly be your opinion and this eminent designer would agree with you heartily—First, the motorcycle engine should be built as ruggedly as possible. The fewer the moving parts the better. These few should have large wearing surfaces, well oiled and completely enclosed. The exterior surface should be free from oil and made easy to keep clean—Second, the motor should be neat in appearance and have graceful lines.

The Schickel Motor Company has made an engine to order for you and we submit the cut shown above for your consideration. In the March 30th issue of this paper we will take the motor apart. We will carefully consider the make-up of the three moving parts constituting the entire mechanism of this engine. In the meantime should you desire to know all about our motorcycle, just write us and you will receive the information in the next mail.

CUT ACROSS THIS LINE

Address.....

City and State.....

March 16, 1912.

THE SCHICKEL MOTOR CO.,
STAMFORD, CONN.

Gentlemen: I'm a busy man and can't wait until the end of your motorcycle talks for the whole story. Therefore rush complete information on receipt of this clipping to above address.

In haste.

Yours truly,

.....

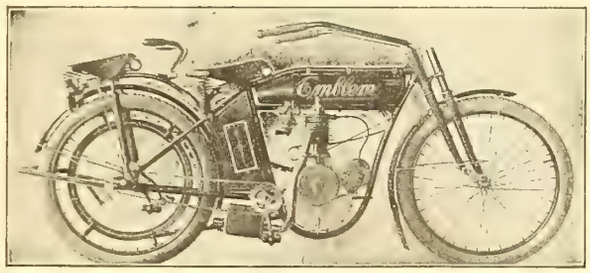
Bi-World.

Out in Gaylord, Kansas

there is a young man less fortunate than his fellows in that he has but one arm. However, this young man—Mr. Ernest Sonnenberg—is better off than many because he knows how to enjoy life. Mr. Sonnenberg rides a motorcycle and spends most of his time in the saddle—good weather and bad—often covering roads that his two-armed brethren fight shy of.

Yes, friends, Mr. Sonnenberg rides a

Sturdy Emblem Motorcycle



and there is a mighty good reason for his choice. Physically handicapped he must have a machine that always can be relied on to do its full work and more. Not only this but the machine must be mechanically perfect and easy to handle in all conditions of traffic. The EMBLEM certainly fills the bill, as witness this entirely unsolicited letter from Mr. Sonnenberg. In fact we were not acquainted with Mr Sonnenberg until we received his letter. He says:

> " . . . As regards the Emblem Motorcycle with special control purchased from your dealers, Stephenson & Campbell, of Gaylord, Kan., will say that I have owned three different motorcycles and I find the Emblem to be the most powerful, speediest, and moreover, the easiest to handle on the road, as it never skids on the sharpest turns."
>
> (Signed) ERNEST R. SONNENBERG.

THERE'S A REASON FOR EMBLEM POPULARITY:
"They Are Different Because They Are Better"

Have We an Agent in Your Town?

Emblem Manufacturing Co.

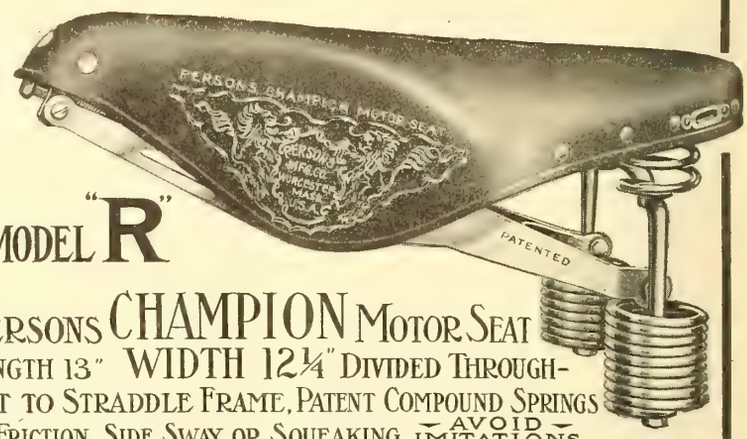
Department "G"

ANGOLA Erie County NEW YORK

Member M. M. A.

Distributors for California—JOHN T. BILL & CO., Los Angeles
For Washington—F. M. SPINNING, Seattle
For Oregon—BALLOU & WRIGHT, Portland
For the South—HENRY KEIDEL & CO., Baltimore, Md.

GET THIS SADDLE

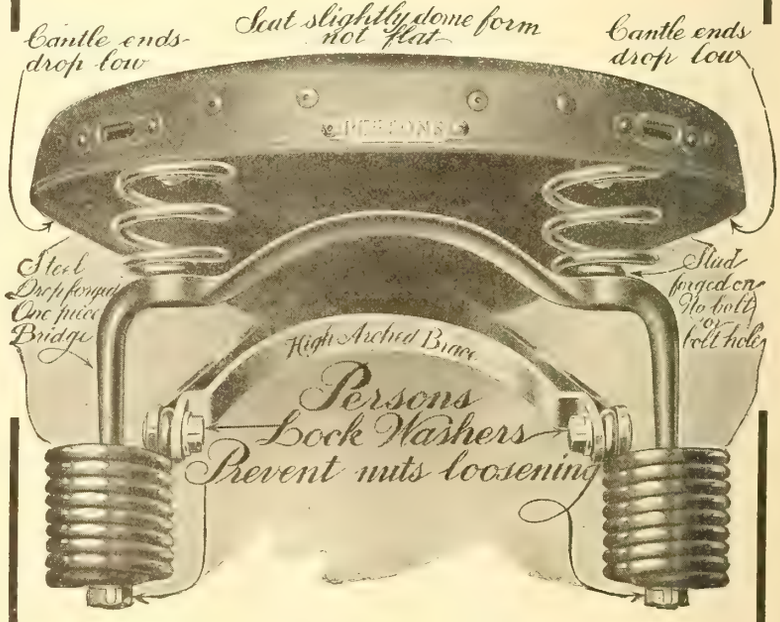


MODEL "R"

PERSONS CHAMPION MOTOR SEAT
LENGTH 13" WIDTH 12¼" DIVIDED THROUGHOUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. —AVOID— IMITATIONS

(We Also Make Model "S" Which Has Front Spring)

With This Construction



And You'll Have the Last Word in

QUALITY SADDLE BUILDING

In No Other Make Can You Get These

GENUINE COMPOUND SPRINGS

Giving Clean and Free Action

THE ONE PIECE FORGED BRIDGE

Preventing Bumping Mudguard

and All the Other Quality Features to Be Found Only in

PERSONS SADDLES

We Are SADDLE EXPERTS of Twenty Years' Standing. The Oldest and Largest Saddle Makers in the U. S. A.

WRITE US

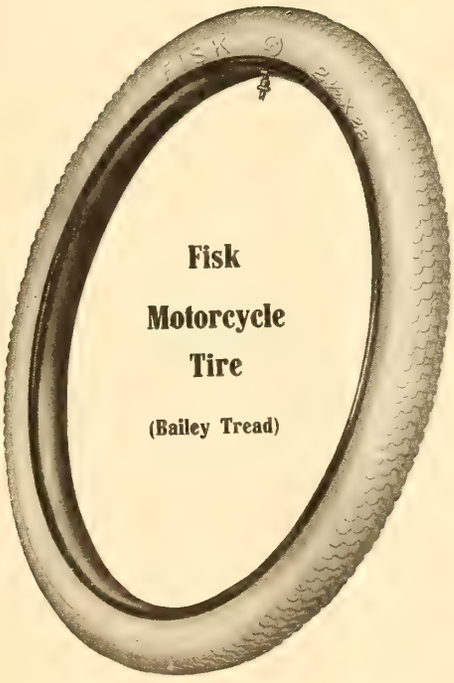
THE PERSONS MANUFACTURING CO.
Worcester, Mass.

FISK

MOTORCYCLE

TIRES

FISK HEAVY MOTOR TYPE TIRES FOR MOTORCYCLES are identical in construction with the Fisk Heavy Car Type Tires for automobiles and must be considered in the same class as the latter from the standpoint of great mileage and unequalled service.



THE NEW FISK PREMIER MOTORCYCLE TIRES are presented to meet the demand for popular price motorcycle tires of honest workmanship and construction. They contain heavier fabric and consequently possess far greater durability than any motorcycle tires offered at competing figures.

Gripfast, Bailey and Corrugated Treads.

THE FISK RUBBER CO.

Dept. E. **Chicopee Falls, Mass.**

Direct Factory Branches in 35 Cities

The Big

Thor

1912 Catalog will soon be Ready

Write for a Copy To-Day

The Greatest Motorcycle value in the world. Our **Model CR at $175.00** can not be beat. Place your order now.

Rider Agents and Distributors Wanted.
Address Agency Department.

Aurora
Automatic Machinery Co.
Thor Building CHICAGO, ILL.



WE have just purchased the entire stock and good will of the Bi-Motor Equipment Company, Boston, Mass., on their bicycle line. They are to discontinue handling all bicycles and bicycle supplies, and it is our intention to take care of all the orders which they have turned over to us and take care of their trade for the coming season.

J. W. GRADY & CO.
WORCESTER, MASS.

Hudson, New England and Dayton Bicycles

New England Distributor "Excelsior"

Here is the original and only genuine Compound Spring—



the spring
which is an exclusive
feature of the

BROOKS
Compound Spring Saddle

The spring, which, by its perfect compensating action, makes the longest ride and the roughest road—vibrationless.

It is a spring within a spring—each acting as a perfect check upon the other, and each assisting in that total absorption of vibration which means so much in the making of the rider's perfect pleasure.

And such merits must appeal to your customer—hence, offer him a BROOKS.

J. B. BROOKS & CO., Ltd.
73 Criterion Works, Birmingham, Eng.
Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren Street
New York



WHITNEY

THE GREATEST MILEAGE

can only be obtained by the use of materials which will resist the most wear. Through our untiring efforts to produce nothing but the best and our years of experience in chain making

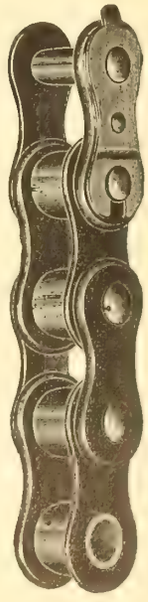
"Whitney" Motorcycle Chains

have gained a remarkable reputation for their strength, accuracy, and wearing qualities.

If you've never tried a "Whitney" chain get one when your chain is worn out. Compare results. We know you'll be pleased.

"Whitney" Chains Are Built for Strains

THE WHITNEY MFG. CO.
Hartford, Conn.



PITTSFIELD

Motorcycle Spark Coils

Economical — Durable — Accurate

THE windings are left absolutely dry before the insulating compound is forced between them at high pressure and coil forms one compact mass which not only is water and weatherproof but almost indestructible.

It is not necessary to pedal to generate ignition current. The Pittsfield Coils are the most efficient, economical and durable in the world.

PITTSFIELD SPARK COIL CO., Dalton, Mass.

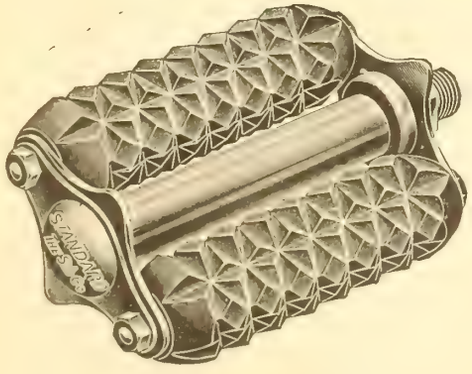
SALES REPRESENTATIVES—*New England States, William J. Connell, 555 Boylston St., Boston, Mass. Atlantic States, Thomas J. Wetzel, 17 W. 42nd St., New York City. *Central States, Brown & Caine, 1517 Michigan Ave., Chicago, Ill. *Pacific States, Chanslor & Lyon Motor Supply Co., San Francisco, Los Angeles and Fresno, Cal., Seattle and Spokane, Wash., Portland, Ore. *Canada, Russell Motor Car Co., West Toronto, Canada.
*Full line carried.



Exhibiting at Boston Auto Show, Booth No. 421, Department E, Mechanics Bldg.

Insuring Comfort to the Motorcyclist

and Adding Pleasure to the Day's Ride



Our Products for the Cycle Trade Include:
EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

by equipping the motorcycle with

No. 3 STANDARD MOTORCYCLE PEDALS

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. You know what that means.

THE STANDARD COMPANY
TORRINGTON CONN.

The Annual Spring Number

OF

THE BICYCLING WORLD (FOUNDED 1877) and MOTORCYCLE REVIEW

(April 27th, 1912)

will contain information that will make it

A Complete Handbook of the Industry

Among the Leading Features Will Be:

1—A halftone and editorial description of every 1912 model of motorcycles and bicycles made in America.

2—A halftone of the president and sales manager of every American firm making motorcycles or bicycles.

3—A brief story of the condition and plans of the really live clubs.

4—Cycling track records up to date, conveniently arranged for reference.

5—Several pages of historical matter covering the story of the "two wheeler" from the beginning.

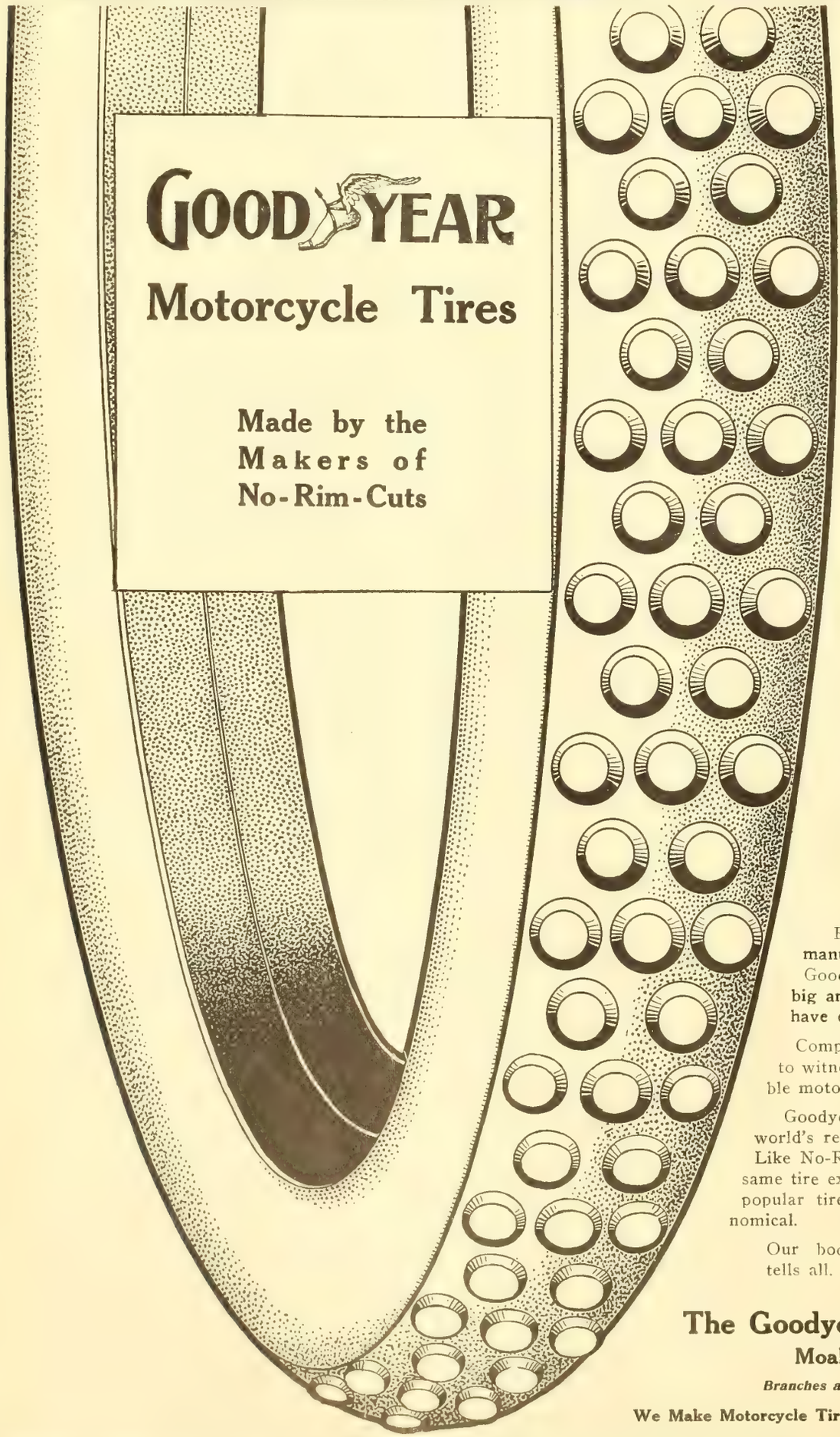
Present indications are that the Spring Number will contain over 200 pages, and will be illustrated by between 200 and 300 halftones and line cuts.

Nothing to compare with it has ever been published concerning motorcycles and bicycles.

Price 25 Cents Per Copy

All subscribers will, of course, receive a copy. Orders for extra copies must reach us by April 22nd.

THE BICYCLING WORLD CO., Tribune Building, New York



Motorcyclists Find Money in These Tire Facts

The Tire Machine affords the only infallible means by which uniform strength and endurance can be built into a pneumatic tire. It is the only method by which all chances of human error can be eliminated.

In building a tire, plies of fabric are stretched on one over the other. The tire machine stretches these plies on exactly at the same tension. Hence the **strength** is uniform throughout. No **weak spots** are unconsciously built into the tire.

America's only Motorcycle Tires built on such a machine are Goodyears.

As a result, Goodyear Tire-resistance against punctures and road-wear is saving motorcyclists thousands of dollars in tire repairs; furthermore, has brought riders into a more perfect realization of the maximum possibilities of pleasure and profit afforded by the motorcycle equipped with proper tires.

For this reason every motorcyclist is looking forward to these tires.

For this reason, every motorcycle **manufacturer** will eventually contract for Goodyear Motorcycle Tires—**just as 16 big and well known manufacturers already have done.**

Comparative tests, which you are invited to witness, prove these to be the most durable motorcycle tires in the world.

Goodyear Motorcycle Tires hold every world's record for speed as well as endurance. Like No-Rim-Cut Auto Tires—built by the self same tire experts—they are by all odds the most popular tires you can buy; and the most economical.

Our book on Motorcycle Tires tells all. Ask us to send it to you.

The Goodyear Tire & Rubber Co.

Moal Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

We Make Motorcycle Tire Accessories and Repair Outfits

THE
BICYCLING WORLD and MOTORCYCLE REVIEW
(FOUNDED 1877)

Vol. LXIV. New York, U. S. A., Saturday, March 16, 1912. No. 26

IMPORTANT PATENT DECISION

U. S. Supreme Court Decides Patentees May Dictate Conditions of Sale—Chief Justice and Two Others Dissent.

Washington, March 12.—Far reaching in its importance was the decision yesterday by the United States Supreme Court upholding the right of patentees to dictate absolutely how their patented articles may be sold by retailers, and declaring legal the inventor's "monopoly" in his selling contracts. The decision was by a divided court, for, against this majority view, announced by Justice Lurton, three members of the bench—Chief Justice White and Justices Hughes and Lamar—dissented.

The case involved alleged infringement in selling supplies for use on a patented rotary mimeograph. A notice on the machine set forth that it was sold on the restriction that it was to be used only with supplies made by the patenting company.

In announcing the opinion, Justice Lurton said this conclusion resulted from the proper construction of the patent statutes. The very object of this statute, he said, was to give a monopoly to the inventor, and the fact that he continues that monopoly in his contracts disposing of his articles by charging such price as he pleases was not illegal. If such conditions interfered with public policy, he said, Congress alone must change the patent law.

Chief Justice White declared that Congress should act to head off "untold evils" that would follow to-day's construction of the patent laws. He said that under the majority's ruling the patent laws could be stretched so as to include in a patent every conceivable thing used in every American household. The chief justice arraigned the majority opinion as breaking all precedents, the court in its past history never having failed to do its duty to the people and to stand as the protector of every household.

Department of Justice officials regarded the patent decision as extremely important in the administration of the Sherman anti-trust law, which is being invoked in a number of cases where it is alleged that the patent rights are being overstepped to restrain trade.

Bearing on Coaster Brake Case.

Buffalo, N. Y., March 12.—That the Supreme Court's decision on the rights of patentees completely upsets the government's case against the so-called coaster brake trust is maintained in a statement made by the corporation's lawyers here today. A different view is taken by the Federal authorities, who stated that the case would be continued.

Tullis Becomes Continental N. Y. Manager.

Erie, Pa., March 13.—The Continental Rubber Works announces, through W. J. Surre, tire sales manager, that Walter S. Tullis, who has been making his headquarters in Erie and covering the middle west territory, has been appointed manager of the company's New York branch. The territory included in the New York branch embraces New England, eastern New York State and Pennsylvania, and south as far as Jacksonville, Fla. Mr. Tullis has had considerable experience in the tire business and is thoroughly posted on the Continental-Erie products.

The company has just added to its sales force E. H. Strickland, who will succeed Mr. Tullis in the middle west territory. Mr. Strickland was formerly connected with the Overland Rubber Company, of Denver, and the Goodyear Tire and Rubber Company's Denver branch. The above noted changes will become effective April 1.

Allen & Best, Owego, N. Y., have taken on the Merkel. They already handle the Monarch and Reliance.

RAPID STRIDE OF TRIUMPH

New Detroit Company Secures Plant and Installs Machinery—Promises Surprise in Model and Sales Policy.

Detroit, Mich., March 14.—Following up the announcement made in last week's issue of the Bicycling World and Motorcycle Review of the incorporation of the Triumph Manufacturing Co., to make motorcycles, reports of the activities of the new corporation come thick and fast. Some of Detroit's prominent business men are actively interested in the concern, and officers chosen as the executive force are: President, Robert M. Brownson; treasurer, George W. Sherman; secretary, Muir B. Duffield. Both Messrs. Brownson and Sherman were formerly connected with the Flanders interests and are men of experience, well versed in the business details and manufacture of the two-wheelers.

The company has secured the five-story building at 51-55 East Woodbridge street, this city (an illustration of which in printed on page 1256), taking immediate possession. The building contains 25,000 square feet of floor space, all of which is already being rapidly filled with new special machinery. All tools, patterns, jigs and other essentials are completed, and orders for material for construction have been placed.

Officers of the company say they have quite a few surprises in store in the new Triumph, when deliveries are made in May. The new model has been thoroughly tested out and its special features are a well kept secret by its producers.

In the matter of a sales policy the company also promises something new and novel, and an announcement will be made in due season of the details of same.

A capable engineering and practical working force has been engaged and with

ample resources at its command the new company has expressed its determination to make the Triumph just such a production as the name implies.

How Buckingham Pursued the "Villian."

New York, March 14.—Motorcycles have broken into the "flicker circuit" (moving picture plays) now. Joseph Buckingham, of the local Harley-Davidson agency, played a leading role a few days ago in a thrilling photo play that was staged on the Hudson County Boulevard, and will be shown in houses throughout this country and Europe. Joe's part was in overhauling a motor car carrying the villian and hero, and on the first attempt he skidded in the snow and the machine went under the wheels, but Joe came through unscathed. Procuring another machine he played pursuer again, and this time caught his quarry in dashing style while the films coined the doings.

Business is booming with the Weaver-Ebling Co., local distributors for the Harley-Davidson, and Manager Joseph Buckingham is sprouting wrinkles in his brow trying to figure how he will fill orders. He already has filed specifications for 152 machines, of which 32 are for the new chain twin. Fifty-three orders were placed in nine days. Of course, this business is both wholesale and retail, but it is triple that done last year, when the firm sold 58 machines. The firm's first carload of machines is enroute. The territory is Greater New York, Staten Island and Long Island, and up-State as far as White Plains. Keenly alive to the value of advertising, the firm is planning a large publicity campaign, and will use newspaper and subway car space liberally, as well as moving picture screens.

Monarch Sales Force Grows Larger.

H. J. Krackowizer, a well-known motorcyclist of New York City, has joined the sales staff of the Ives Motorcycle Corporation, Owego, N. Y., maker of Monarch motorcycles. He formerly was connected with the Schickel and N. S. U.

Harold F. Turner, Syracuse, N. Y., who operated a motorcycle legging business as the Alco Mfg. Co., has disposed of the enterprise, and become associated with the Ives Motorcycle Corporation, Owego, N. Y. He will travel the western territory.



FACTORY OF TRIUMPH MFG. CO., 31-37 EAST WOODBRIDGE STREET, DETROIT

MONARCH PLANT UP AND DOING

20,000 Square Feet of Factory Space, and 50 Employees Busy—An 8 Horsepower Twin Coming Next.

Owego, N. Y., March 11.—Rising from the ashes of the defunct Reliance organization, the Ives Motorcycle Corporation, one of the chief industries of this thriving little town, is occupying the Reliance plant and manufacturing the Monarch, a 5 horspower single. The company is composed of W. H. Ives, president; Frank C. Carroll, vice-president; H. Tatem Patten, secretary and treasurer, and this trio, together with the Hon. Frank M. Baker, Owego, and Charles B. Swartwood, Elmira, hold all the stock. No others are interested financially. The company is capitalized at $60,000. Located on the line of the Erie Railroad, the plant consists of a one-story concrete structure, containing 20,000 square feet, and a two-story frame building, embodying 5,000 square feet. One of the unusual facilities of the plant is the foundry, where all aluminum castings are poured, the cylinders being the only castings obtained outside. The working force at present is approximately 50 men, which will be increased as occasion requires.

While at present but one model, a single, is being built, early in May the company will commence the manufacture of an 8 horsepower twin, which will be substantially a replica of the single in general construction. The season's output is estimated at 500 machines. The company also is developing a carbureter of its own.

All frames and motors are built complete from raw stock at the plant, and forgings are used throughout the frame. The plant also embraces pattern-making and nickel-plating facilities. When the company acquired the Reliance assets, among them was an excellent machine shop equipped with modern tools. Cylinders, pistons, rings and all steel bearing surfaces are ground. The facilities afford an output of from 8 to 10 machines per day, and assembling is scheduled to commence shortly, parts now being run through.

It is the present intention of the company to campaign the machine in important road events the coming season. Plans also are being laid for the creating of an aggressive sales and manufacturing organization.

Inquiries Plenty in Spite of Rain.

New York, March 12.—Although it rained cats and dogs all day, nine people called on T. J. Sixsmith, local agent for the Indian, R-S and Excelsior, to-day to talk motorcycles. Sixsmith reports this as an unprecedented occurrence in his business career. Orders are piling up, and the question of deliveries is causing concern.



W. E. DEWEY PLOUGHING SNOW
The machine is a 1912 Reading Standard, running on the streets of Omaha, Neb. Although packed with snow six different times the engine started the first time over. Mr. Dewey, who is the Omaha agent, made the experiment.

The Reading Standard in Canada.

Through an error in omission the name of the Canadian representatives of the Reading Standard motorcycle was not included in the list published last week in the article "Toronto as a Trade Center." As near as can be verified, the Reading Standard was the second of the American makes to invade Canadian territory, and it is handled by one of the biggest concerns in the trade there, the T. Eaton Co., of Toronto. This company has largely advertised the R-S, and last season employed a rider to represent the machine on the tracks.

Denver Becoming a Motorcycle Center.

Additional confirmation of the glowing business prospects for the coming year is brought by W. B. Glasser, of the sales department of the Reading Standard Co., Reading, Pa., who has returned from a Western trip. "From the Chicago show I went direct to Denver, and found things very much alive there in motorcycle circlues," remarked Glasser. "As far as I could ascertain, about 150 1912 machines had been delivered there at that time, and the largest dealer in the city stated that he was confident that 1,000 motorcycles would be placed in Denver and vicinity this season. It is an ideal motorcycle center, on account of the climate. In St. Louis, Indianapolis, Louisville, Cincinnati and Columbus I found conditions exceptionally healthy, and every indication points to a banner year in the motorcycle industry throughout the entire country."

SMOKE FROM INDIAN WIGWAM

Buffum Joins Selling Force of Hendee Mfg. Co.—Teubner Retires from Racing—Pipe of Peace for Tourists.

Springfield, Mass., March 13.—Edward Buffum, formerly sales manager for the Miami Cycle & Mfg. Co., Middletown, Ohio, has entered the service of the Hendee Mfg. Co. His duties will have to do with the sales department, as one of Sales Manager Weschler's lieutenants. Buffum is one of the veterans of the trade, and was on the firing line of the Consolidated Mfg. Co., Toledo, Ohio, before entering the Merkel organization. That he is well qualified for his new berth by reason of his long experience in sales work goes without saying.

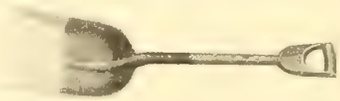
W. J. Teubner, the well-known racing man, who entered the Indian wigwam last fall, has retired from the track. In announcing his withdrawal "Bill" states that he felt that he would "get his" if he tempted fate much longer, and he decided to quit while he was ahead of the game. In his retirement the sport loses one of the cleanest, gamest and most popular riders that ever plowed a dirt track. "Bill" will remain in the Indian factory.

When the price of ice and the thermometer indulge in their annual altitude contest this summer, it will cause no concern at the Indian factory. In fact, the plant should be the coolest place in the city, for one of the small outbuildings on the company's property has been converted into an icehouse and stocked to make the plant independent of outside sources of supply this summer.

During the touring season the Indian factory has as many visitors as any motorcycle plant in the country, some of them coming long distances on their machines, and, naturally, being generously enameled with dust. That tourists may be quickly, thoroughly and painlessly divorced from their accumulations of Mother Earth, Publicity Director Hapgood is considering having an Indian cleanser parlor fitted up, with a connection from the vacuum cleaning apparatus of the plant, and "chasing the dirt" out of visitors by suction when they arrive by road.

Here Is Coffman's Yale Snow Shovel.

Motorcyclists who are brave and enthusiastic enough to ride all winter enjoy a side of the sport unknown to their fair weather brethren, but sometimes, when big snowdrifts are encountered, the going becomes pretty strenuous. In order that snow-going riders may the better be equipped to com-



bat "the beautiful" when it piles breast high in the road, A. B. Coffman, 1709 Fernwood avenue, Toledo, Ohio, is offering the Yale snow shovel. Its generous capacity is conveyed by the accompanying illustration, and it is intended to be carried on a motorcycle wherever suitable space offers, and use for breaking a path through drifts. Of course, it is equally useful for clearing sand and mud.

Gliesman Plans Uptown Branch.

The New York Motorcycle Co., 318 West 48th street, will handle the Thor line exclusively for the coming season. An uptown store will be opened as soon as a suitable location can be found.



YOUTHFUL JOY-RIDING ASPIRANT WITH AUNTIE IN THE SIDECAR
Son and sister-in-law of H. S. Rothers, Peekskill, N. Y. Mr. Rothers and wife recently toured to Philadelphia in eight hours on their "Big-5" and English sidecar

NEW MONARCH BORN AT OWEGO

Big Single Latest Ideal of Pioneer Builder —Has Conventional Lines Throughout—Big Twin Coming, Too.

Born of the ripe experience of one of the pioneer builders of the industry, and emerging from its lair, the plant of the Ives Motorcycle Corporation, Owego, N. Y., under the compelling title of Monarch Big 5, a new aspirant to the throne of motorcycledom has entered the jungle of competition. It is of the single-cylinder breed, rated at 5 horsepower, of standard construction throughout, and is priced at $200. Its dominant features are a loop frame, cartridge plunger double fork, vertical engine, mechanical valves, V-belt drive, magneto ignition, gravity and forced lubrication, clutch, grip control, 60-inch wheel base, and weight of 200 pounds. Radicalism is not a part of the design of the Monarch. Not a single feature may be said to be a striking departure from standard practice, which is in keeping with the aim of the builders to adhere strictly to the conventional in hatching the machine. Simplicity, accessibility, durability and reliability appear to have formed the nucleus of the builders' creed.

Compact and "clean," the motor has a two-point anchorage at the base. By disconnecting piping and control wires, and removing two anchor plates, the engine may be removed from the frame in 10 minutes. The cylinder is a unit casting, and has a bore and stroke of 3⅜x3¾ inches, respectively. All valves are mechanically operated, the inlet being of the overhead rocker type. The actuating rod of the inlet valve passes through the cylinder flanges, where it is amply protected from injury. Valve ports and valves are large, and the tappets are hardened and adjustable. They are capped with fibre to reduce the click. Bell crank jumpers riding on rollers trip the valves, a construction claimed to reduce noise and wear. There is an air space betwen the valve chamber and cylinder to accentuate cooling.

All motor shaft bearings run in Non-Gran bronze, a high quality metal which is claimed not to disintegrate and cut. Long shafts are used. Friction is reduced to a minimum by grinding all shafts and steel bearing surfaces in the motor. The flywheels weigh 22 pounds, the weight being concentrated largely in the rim.

Ignition is by Herz magneto only, the instrument being mounted in front of the cylinder, which permits the use of a very short high tension cable to the plug. A double lubricating system is used, the main supply flowing by gravity through a sight glass with adjustable feed. A transparent barrel hand pump is provided for meeting emergency demands for oil. A very large oil window in the motor base affords a level reading at a glance. The cylinder is charged through a Schebler carbureter.

An oil-tight motor base is secured by the use of the tongue-and-groove construction at the joint. To secure maximum cooling efficiency the valve chamber, spark plug and exhaust tube are placed on the front side of the cylinder, where cool air plays on them constantly.

In the frame line, a gradual slope of the top bar rearward, gives the low saddle position now so popular. The frame is of 14 and 16 gauge tubing, with the head stems extending well into the tubes. The head is a forging Incidentally, President Ives claims to have introduced the loop frame construction in the early days of the industry, before it attained its present popularity.

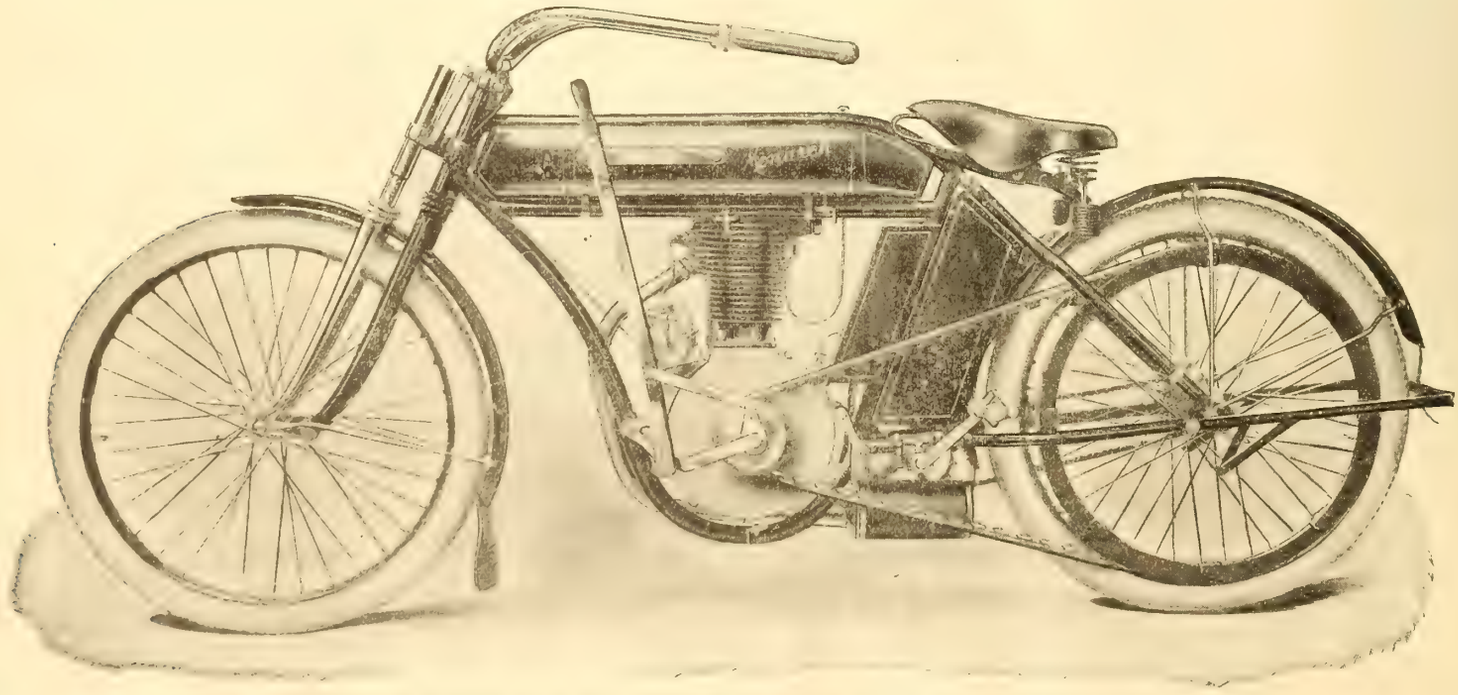
For the fork, the compound type with cartridge plunger was selected. The fork members and rockers are sturdy and the springs large, and the head mounting looks thoroughly substantial.

Tanks are separate, the gasoline reservoir accommodating 2½ gallons, and the oil compartment 2 quarts. A needle shut-off valve is fitted to the gasoline tank. Under the saddle a large metal tool box, fitted with a Yale lock, is provided.

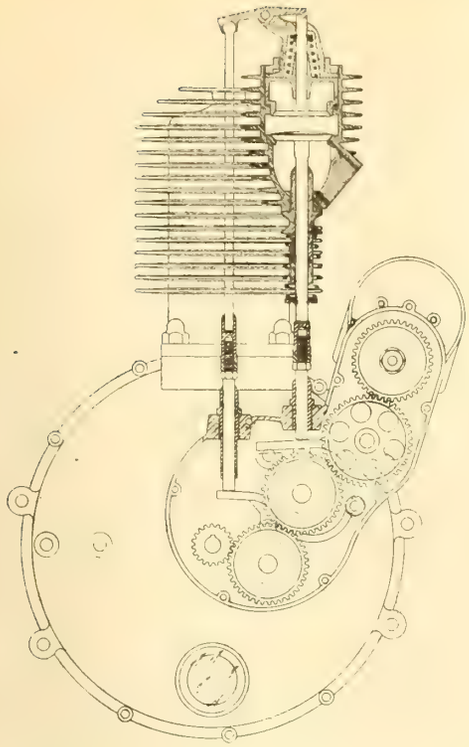
The control system is as follows: Double grip, through Bowden cables; right grip, compression release; left grip, spark advance; right finger latch, throttle. The Eclipse clutch is operated by hand lever working in a sector on the left side. Option of Eclipse or Corbin band brakes is offered.

Standard finish and equipment is interpreted as follows: Diamond or Empire tires, 28 x 2½; single clinch rims; 1⅛-inch Spartan V belt; Mesinger saddle; rough rider grips; swinging stand; wide fenders with front splasher; Standard pedals, and Eclipse knockout front axle.

Some interesting constructional details follow: The upper end of the inlet valve lift rod has a ball and socket seat in the rocker, to automatically compensate for wear. Capped nuts are used to hold down the cylinder, and on other parts. Castellated nuts and cotter pins are used at all important points to insure safety. As a test of the oil retention qualities of the motor, a base was filled with lubricant to the lower edge of the cam case, and the motor raced. At the conclusion of the test no oil was exuded on the exterior of the motor. By



ALTHOUGH A SINGLE THIS MONARCH WILL ROAM WITH THE TWINS—5 H. P.



SIDE ELEVATION OF MONARCH MOTOR

removing a nut the inlet valve can be taken out in 30 seconds. Both valves can be withdrawn from their cages in two minutes.

Very large valve springs are used. Easy starting is facilitated by the use of an independent compression release, permitting the magneto to be set at full advance, and the valve dropped when sufficient pedaling momentum is obtained. A priming cup is set in the top of the cylinder, and a drain cock is fitted to the under side of the tank. By connecting the two with a short length of rubber hose, the motor easily can be primed for starting in cold weather. Heavy grip control spiral sleeves are used. The cable fastening is such that a repair can be made on the road, if necessary, no solder being required.

Instead of the usual sheet steel, a 4-inch Shelby steel tube is used for the muffler body. No cut-out is fitted. The valves are operated by the magneto gears, a practice that appears to be gaining a foothold here.

Gliesman's Store Again Robbed.

For the fourth time this winter, the store of the Tiger Cycles and Aeroplane Co., 782 Eighth avenue, New York City, of which Harry A. Gliesman is proprietor, was broken into with burglarious intent early Sunday morning, March 10. Evidently the marauders were after cash, as none of the extensive stock of merchandise was disturbed, although on previous occasions bicycles and sundries of considerable value were taken. A handful of pennies was the net result in Gliesman's place, the cash register receipts having been cleared at the close of business hours. The store adjoining was not so fortunate, about $30 which was allowed to remain in the locked register was appropriated and the machine converted into a total wreck.

New Minneapolis Agencies.

Situated very advantageously at 816 South Spring street, Los Angeles, Cal., Guy W. Winnor, a prominent dealer of that city, will carry a complete stock of the Minneapolis motorcycles and parts. His territory will include all of Southern California.

The Boyd Motor Co., 27 Stanhope street, Boston, will in the future handle the Minneapolis in and about "The Hub."

Working under a distributor's contract, John P. Erich, 1409 Michigan avenue, has been allotted the sales privileges for the entire Minneapolis line in Chicago.

Greyhound Plant Not "On Block."

Reports that the plant of the Greyhound Motor Co., Buffalo, N. Y., manufacturer of Greyhound motorcycles, is "on the block," are denied vigorously by President Chadeayne. In his refutation of the canard he says: "We are not at the present time contemplating selling the business, but are manufacturing machines, and have the first lot of our 1912 product practically completed and ready for market."

Pope Facilities Increased at Los Angeles.

Los Angeles, March 6.—C. L. Smith, local agent for the Pope motorcycle, has spread out his establishment. More room has been taken on Eighth street, the additional space being devoted to increasing the sales and repair facilities.

Chains and Clutch on Minneapolis Twin.

Announcement is made by the Minneapolis Motorcycle Co. that its De Luxe 10-horsepower twin wil be offered with clutch and chain drive. It will list at $285.

TARIFF RATES ON CHAINS

Chain Makers Ask Increase Instead of Proposed Reduction by Congress—Manufacturers' Determined Stand.

Indianapolis, March 12—President L. M. Wainwright, of the Diamond Chain and Mfg. Co., of this city, is taking a determined stand against a reduction of the present tariff rates of 45 per cent ad valorem on sprocket chains imported into this country. There is now pending before the House of Representatives at Washington a bill which proposes a reduction in tariff rates, and instead of a reduction Mr. Wainwright asserts that the tariff should be increased to 50 per cent.

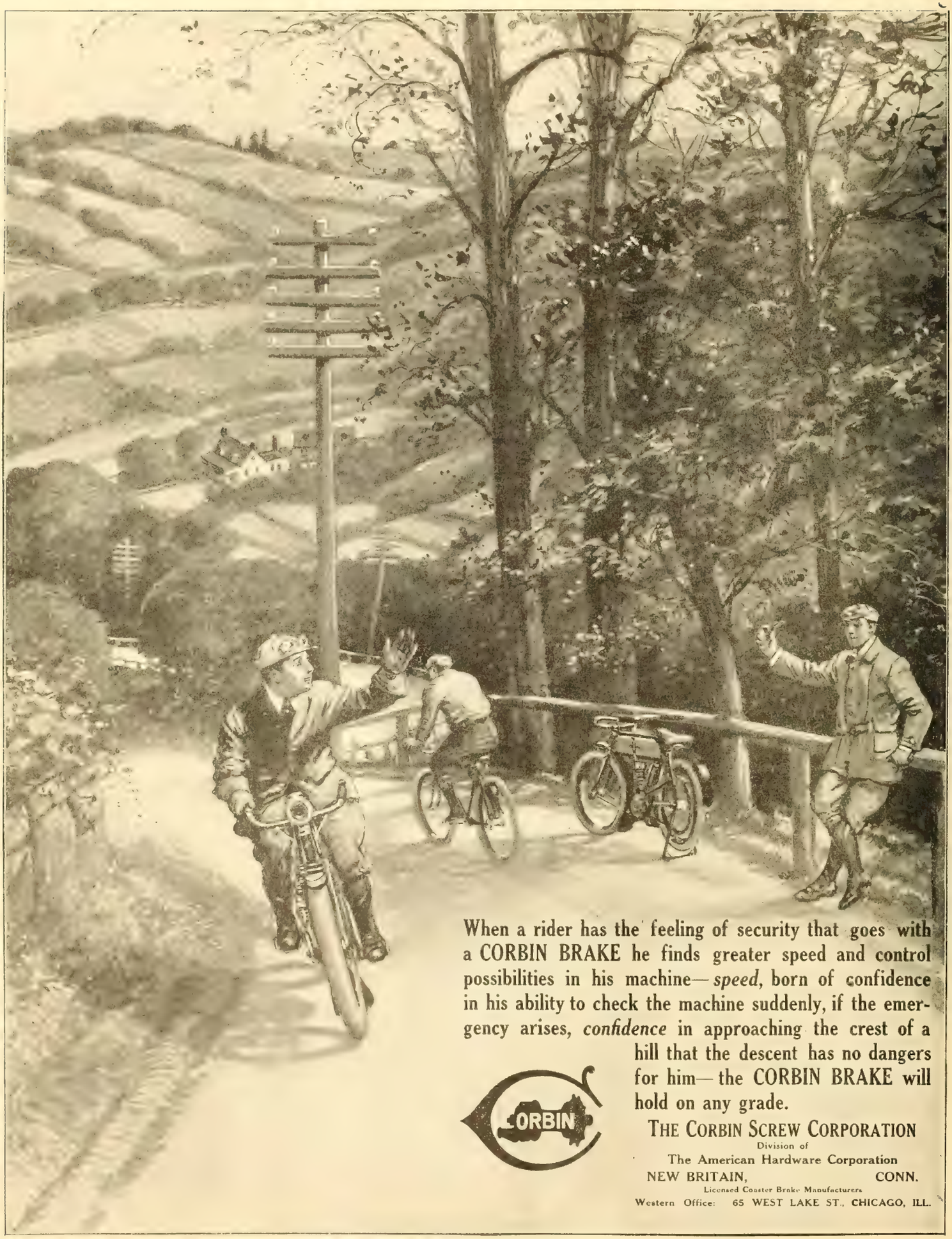
He states that a reduction will prove disastrous to American makers of chains, as they will be unable to compete with foreign-made products on the basis of price, while a slight increase in the duty will help to develop and increase an industry employing largely skilled labor.

"So high is the cost of production," says Mr. Wainwright, in his statement to the Congressional Committee in charge of the bill, "that for many years we have not been able to sell our product in either England, France or Germany, as the export records will show. On the other hand, there is a very large quantity of sprocket chain imported from the above-named countries into the United States at a lower price than our cost of production."

The Whitney Mfg. Co., of Hartford, Conn.; the Duckworth Chain & Mfg. Co., of Springfield, Mass.; the Lefever Arms Co., of Syracuse, N. Y., and the Link Belt Co., of Indianapolis, are energetically supporting the Diamond Chain Co.



LATEST TYPE OF FRENCH SIDECAR AS SEEN IN SUBURBS OF PARIS



When a rider has the feeling of security that goes with a CORBIN BRAKE he finds greater speed and control possibilities in his machine—*speed*, born of confidence in his ability to check the machine suddenly, if the emergency arises, *confidence* in approaching the crest of a hill that the descent has no dangers for him—the CORBIN BRAKE will hold on any grade.

CORBIN

THE CORBIN SCREW CORPORATION
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NEW YORK, MARCH 16, 1912.

Advent of the "Cyclecar."

In Great Britain there has developed a hybrid type of vehicle variously known as the monocar and duocar. It is a four wheel machine, with bathtub body, and passengers ride tandem in bucket seats. Motorcycle construction is used as far as possible and the engines range from 3 to 10 horsepower. The monocar is a single passenger vehicle, while the duocar accommodates two persons. By no stretch of imagination can these machines be designated other than automobiles.

Heretofore there has been no recognized classification for these vehicles, but they have competed in automobile and motorcycle contests in separate classes. Their ultimate fate in the contest realm was dubious, as neither the Royal Automobile Club or the Auto-Cycle Union was willing to take them under its wing. However, agitation on the part of the monocarists for recognition resulted in a conference between the R. A. C. and A.-C. U., the outcome of which was that the latter will take control of monocars and duocars and supervise their participation in contests. They hereafter will be known as cyclecars.

This action seems highly ludicrous from this distance, for it is exceedingly difficult to conceive how these machines can be classed as other than light automobiles. They are built on automobile lines throughout, they are four wheel vehicles, and under the automobile laws of Great Britain are classed as motor cars. It is possible that the R. A. C., which is composed of the blue bloods of Britain, and is immensely wealthy, does not consider the monocarists desirable socially and financially and are desirous of foisting them on the motorcyclists. On the other hand they are not motorcyclists in any sense of the term, and their machines are more expensive and entirely different types of vehicle.

Their place is with the automobilists unquestionably. If these vehicles ever attain popularity in this country, and the time arrives when their status must be defined, it is safe to say that they will flock with the automobilists as they should. The F. A. M. could not with dignity assume supervision of a vehicle which is nothing short of a light automobile.

Apropos of the Canadian Situation.

Despite the good offices of the Federation of American Motorcyclists in inviting its Canadian brethren to take membership within its fold, a movement which at one time looked as though it would meet with at least temporary success, we are advised through our Toronto correspondent in our news columns, that four of the largest clubs in the Dominion, at Toronto, Hamilton, London and Winnipeg, have decided to organize an association for the control of the sport on their side of the border.

From the above it would appear that the recent conference of the Canadian representatives with the F. A. M. officials at the time of the New York show had failed to produce a result as hoped for, and one of the chief bones of contention is said to have been the per capita tax that would have to be paid into the F. A. M. treasury. Last fall an official of the F. A. M. visited Canada for the purpose of inducing motorcyclists to organize an association of their own, but at that time the Canadians were disposed to join the F. A. M.

This sudden change of heart on the part of our Canadian brethren, is probably the natural result of a desire to conduct their own affairs. The F. A. M. is only interested to the extent of seeing a friendly organization developed that will co-operate with it in keeping the sport clean and working with it in harmony on other questions of vital interest to motorcycling in general.

Road Maps for F. A. M. Members.

President G. H. Hamilton and J. Leo Sauer, chairman of the legislative committee of the F. A. M., are conducting negotiations with the Touring Bureau of the American Automobile Association, with the object of securing for F. A. M. members special rates for the exceptionally fine series of road and route maps the A. A. A. has compiled and is adding to daily.

These maps embrace the latest and best information, and are prepared under the personal supervision of Manager Robert Bruce of the Touring Bureau, who is, without question, the best posted specialist on routes and highways in the country.

The F. A. M. will do a valuable service to its members if arrangements can be successfully concluded whereby this map service may be obtained.

Black Sheep Who Are in the Fold.

Here are two types of motorcycle dealers who should be in jail: One makes a practice of advertising "slightly used 1912 models" dirt cheap, and baiting green purchasers. The machines usually turn out to be five or six years old, and the buyer pays a mighty stiff price for his supposed "1912 model." The other villian is foxier. He recently received a 1912 machine which had been used but a short time and needed new bearings, the current ones having seized. He put in 1911 bearings, fitting them in a slipshod manner, and charging for them at the 1912 list prices. These are the sort of scamps who poison the unfortunates who fall into their clutches against motorcycles, and give their victims the impression that all motorcycle dealers are crooks.

Advantages of an Advanced Spark.

Many motorcycle operators do not know how to manipulate the spark control to secure the best results. To force a motor to work continuously with a retarded spark will cause it to overheat very quickly. A motor always should be run with the spark advanced as much as possible.



March 22, New York City—Company L, 71st Infantry, and St. Bartholomew's A. A., 71st Infantry Armory, invitation pursuit bicycle race in one-mile heats.

March 23, Brooklyn, N. Y.—13th Regiment A. A., at 13th Regiment Armory, special match bicycle race in three heats.

April 5, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 10, Buffalo, N. Y.—Motorcycle Manufacturers' Association spring meeting, at Hotel Statler.

April 13, Buffalo, N. Y.—Seventy-fourth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 74th Regiment Armory.

April 14, Great Neck, L. I.—Second annual Bidwell Trophy motorcycle road race on Long Island Motor Parkway; 40 miles.

April 14, Brooklyn, N. Y.—Atlas Bicycle Club first annual spring century run, open, Start from Prospect Park Plaza.

April 21, New York City—New England Wheelmen 15 miles handicap road race, Floral Park, L. I., open. Rain date, April 28.

April 26, Augusta, Ga.—Augusta Motorcycle Club, spring race meet.

April 26, Buffalo, N. Y.—Sixty-fifth Infantry A. A. flat-floor bicycle races and general athletic games, open, at the 65th Regiment Armory.

April 28, New York City—Eastern Division, Century Road Club Association annual spring century run, open. Start from Columbus Circle.

May 5, Brooklyn, N. Y.—Invincible Motorcycle Club annual combined single and double century run—three classes, private owner, trade rider, and professional, open. Start from Bedford Rest, to Patchogue and Southampton and return. Rain date, May 12th.

May 5, New York City—Atlas Bicycle Club 15 mile handicap road race, Floral Park, L. I., open. Rain date, May 12.

May 30, Plainfield, N. J.—Plainfield Cycling Club, fifth annual 25-mile handicap road race.

May 30, Lancaster, Pa.—Lancaster Motorcycle Club race meet.

May 30, Washington, D. C.—Washington Motorcycle Club's race meet at Bennings.

May 30, Long Branch, N. J.—Long Branch Cycle Club annual race meet; open Francis E. Miller, secretary, 554 Broadway, Long Branch, N. J.

May 30, Asbury Park, N. J.—Monmouth Cycle Club 25 mile handicap road race; open.

June 16, New York City—Century Road Club of America, New York State Division, 50 miles handicap road race, Floral Park, L. I. Rain date, June 23.

July 4, New York City—Century Road Club Association, Eastern Division, 15 mile handicap road race, Pelham Parkway; open. Rain date, July 7.

July 7, Stockholm, Sweden—Olympic games under the auspices of the Swedish Olympic Committee and with the patronage of the King of Sweden; bicycle road race, 200 miles round Lake Malar, sanctioned and under the rules of the Union Cycliste Internationale, open only to amateur riders registered with affiliated National sports governing organizations: For the United States, the National Cycling Association; Chairman, Board of Control, R. F. Kelsey, Room 914 Tribune Bldg., New York City. United States entries close May 20 with the American Olympic Bicycle Team Committee, same address.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention. Committee of Arrangements, W. J. Surre, chairman; David Smith, L. M. Wainwright.

August 11, New York City—New England Wheelmen second annual bicycle marathon, Floral Park, L. I., open. Rain date, August 18.

August 25-28-September 1, Newark, N. J.—World's Bicycle Championships, Newark Velodrome.

September 8, New York City—100-mile record run; start and finish, Floral Park, L. I.; Eastern Division Century Road Club. Rain date, September 15.

September 22, New York City—Century Road Club of America, New York State Division, annual individual handicap 100 miles record run, start and finish, Floral Park, L. I. Rain date, September 29.

NEW MOTORDOME BUILDING CO.

Will Build Philadelphia and Cleveland Tracks—Has Facilities for Rapid and Satisfactory Construction.

Organized for the purposes of promoting, building and operating motordromes in various cities throughout the country, with offices at 540 West 21st street, New York City, and with a staff and equipment capable of building, if the occasion arises, 10 tracks simultaneously, the Motordrome Company of America states that it now has in course of construction the tracks at Cleveland and Philadelphia, a quarter-mile and third-mile, respectively.

The contracts call for a guarantee of sustaining a speed of over 100 miles per hour; this the builders assure they will do. Delivery of the Cleveland plant, finished, is specified for May 10, with an opening date on May 15. The Philadelphia bowl, on which work has commenced, will be delivered to the management in 21 working days.

Constructive ability of no small degree seems apparent in the personnel of the incorporators, which includes Arthur Jarvis and J. B. Ritchey, of the Coaster Construction Company, of Chicago, and George I. Kreamer, of Los Angeles, the latter being the moving spirit in the motordrome designing and promoting.

In addition to the two tracks mentioned, the company announces that several others are in contemplation in various cities where motorcycle clubs have become interested.

Two innovations of note are being introduced in the work now in progress. One obtains in ascertaining the degree of banking necessary for a given speed. This is done mathematically and not by rule of experiment, as has been the practice largely heretofore, and the requirements are guaranteed; another decided improvement lies in the approach to the track proper from the running board. Instead of the sharp corner in this angle where the track rises abruptly from the running board, the new track will have a gradually graded and curved approach or fillet extending entirely around the track. This fillet is so shaped that as the speed of the machine increases, the rider mounts automatically and without jar or noticable effort to the main floor of the track. This feature will appeal strongly to the beginner and no doubt will be conducive to a greatly enlarged crop of novices, as it eliminates one difficult feat.

Glasser Leaves R-S for Other Fields.

W. B. Glasser, assistant sales manager of the Reading Standard Co., Reading, Pa., has resigned. He will migrate to Denver, where other interests require his attention, but he hopes eventually to re-enter the motorcycle industry.

LATEST NEWS FROM "ACROSS THE POND"

English Riders Capture All Events at French Hill Climb — Makers' Association Refuses to Support Tourist Trophy Races — "Cyclecar" Competition Now Passes to Control of A. C. U.

London, March 1.—It was a spirited contest that the Auto Cycle Club of France promoted near Paris February 25. The event was a hill climb and a party of English motorcycle riders made the trip to participate in the different events. It is pleasing for an Englishman to record that his countrymen swept the board and won every class for which they entered. In fact, the Frenchmen were not even allowed to get a third in one of the classes. O. C. Godfrey rode a 3½ horsepower Indian in Class 3 and made the fastest time of the day, :44⅘, but a protest was lodged against him for using open ports, and he was disqualified. The summaries follow:

Class 1 (255 cc.)—Won by H. Hewey (Lewis two-stroke), time 1:05⅖; second, Brunet (Griffin), time, 2:02.

Class 2 (300 cc. single, 350 cc. twins)—Won by W. W. Douglas (Douglas), time, :56⅕; second, Rex Mundy (Singer), time, 1:04⅖; third, M. Grandpere (N. S. U.), time, 1:12⅘.

Class 3 (500 cc. singles, 650 cc. twins)—Won by Vernon Taylor (Rudge), time, :47⅕; second, Harry Reed (Dot), time, :52; A. P. Maurice(Premier), time, :52.

Class 4 (amateurs on formula)—Won by Vernon Taylor (Rudge); second, A. P. Maurice (Premier); third, De Trevals (Alcyon).

100 Miles Per Hour Possible.

Although Charlie Collier's 92 miles-per-hour record is up to the present by far the best performance, there are two or three crack riders who have freely expressed the opinion that this coming season would see 100 miles per hour being topped. There is at least one man who is at work on a large twin and he has hopes of touching the century. At any rate, it is only a matter of producing the machine capable of this phenomenal speed, for there are numerous riders who would gladly sit on a machine at this speed on Brooklands for the notoriety and kudos to be derived from accomplishing the feat.

Heavy Entry List for Spring Trial.

The entry list for the One-Day Spring Trial, to be held on March 2, closed on Saturday last, with the very satisfactory total of 70 machines, 19 of which are in the passenger class. Rudge-Whitworth, Triumph, Indian, Rover, Premier, James Bat, P & M, Ariel, Humber, B. S. A., New Hudson and Zenith are among the makes represented in the bicycle class, and the passenger class is mostly made up of 7 horsepower Indians, Clyno, A. J. S. and Chater-Lea machines, with side cars and A. C. Sociables and a Morgan runabout. The route, in order to prevent practising on the two timed hills, is being kept secret, but it is understood the ground covered will include the stiffest gradients and roads to be found between the metropolis and the south coast. Of all the machines entered, the three Triumphs are the only ones fitted with a single gear and free engine. All the others either have two or three speed or infinitely variable gears. This is really remarkable, for two or three years ago it was the exception rather than the rule to find a machine fitted with variable gear.

Chain versus Belt Drive.

Although this is a very hackneyed topic, yet the belt and chain supporters are once more waging war on each other. Years ago discussion as to the respective merits of belts and chains waxed strong, but the appearance of the V-belt inflicted a crushing defeat to the chain supporters for the time being, and only one maker of note continued to use this medium. The appearance of the Indian and its very successful career over here has, however, set others thinking, and three or four prominent firms have marketed chain drives recently which are eminently successful. To the mechanical eye the belt cannot appear but crude in the extreme, not to mention its attendant troubles in the way of slipping and fasteners pulling through. For many seasons many motorcyclists have experienced heart burning from these same troubles and have longed for the efficient chain or shaft drive, of which latter there is also a large body of supporters. However, it appears that the sole difficulty lies in the introduction of a satisfactory slipping medium and this apparently has been found by at least a few English makers.

The Trade and the T. T.

Contrary to general expectation, the manufacturers' union at a recent meeting decided to stand by the original decision of its members to abstain from competing in the Tourist Trophy races. The union does not, however, seem to be voicing the general opinion of the industry, and several firms are arranging with agents to enter their machines, which they are at liberty to do. At any rate "Billy Wells," of the Hendee Mfg. Co., has adopted this course, and O. C. Godfrey, last year winner of the senior, is certain to be in his colors on July 1. Up to the present writing the entries, mostly private owners, have been sent in for the senior race and for the junior. Up to the present writing, the entries number 25 for the senior and 12 for the junior.

The Advent of the "Cyclecar."

This may sound a queer term, but it is nevertheless the title given by the Royal Automobile Club and the Auto-Cycle Union to the type of vehicle variously known as monocars and duocars. As will be seen by referring to the illustration, these are a type of four-wheeled vehicle built to accommodate the passengers tandem fashion, and although by law anything having four wheels is a car, the R. A. C. appears to have refused to recognize them



GODFREY ON INDIAN MAKING BEST TIME AT FRENCH HILL CLIMB

as such. The A. C. U. was, of course, in a like position, as they are certainly not motorcycles and do not come within its category. However, as the result of deliberations between the two bodies it has been agreed to allow the A. C. U. to take control of this type of machine, which will be called "cyclecar," which is a cut between the words motorcycle and motorcar, and in future they will be eligible to enter all competitions held under A. C. U. rules. The engine capacity must not exceed 1,100 cc., and the chassis weight 600 pounds, including tires.

Within the past few months the presence of the monocar and duocar has made itself very much felt, and one of the most popular makes is the Bedelia. As will be seen, the machine has a very rakish appearance and the seats are arranged tandem fashion. The whole machine is built on motorcycle lines, and, in fact, is as near a cut between the two as it is possible to imagine. The frame is of ash, reinforced, sprung by two coil springs at the rear and one central spring in front. All the weight is unusually low, and consequently the machine is much more stable than would appear at first sight. The drive from the air-cooled engine, which may be discerned right forward under the sausage shaped petrol tank, is by chain to a countershaft, and thence by two V-belts to the back axle. Free engine is obtained by sliding the rear wheels forward, thus slackening the belts. An ingenious two-speed gear is embodied in these pulleys. When the belts are tightened beyond a certain degree the pulleys automatically expand when the belt falls on to a lower level in the pulleys. When it is desired to return to the high gear the belt tension is slacked, the engine momentarily races, and the pulley flanges close and are locked in the high gear position. Several models of this machine, which is manufactured in Paris, are marketed, ranging from 3½, 4½ and 5/6 horsepower single-cylinder machines to a 10 horsepower twin-cylinder model. The prices range from 56 guineas to 106 guineas. After personally taking a trip in one of these machines I can testify to their general handiness and comfort. They are also very speedy, the high-powered model being credited with a speed of over 60 miles per hour at Brooklands.



BEDELIA "CYCLECAR," ONE OF THE NEW TYPES OF FRENCH MANUFACTURE

Through Deep Snow on Canada Roads.

Toronto, March 11.—Three Indian riders of this city made a daring trip of 43 miles to Hamilton through the deep snow on Friday, March 8, the party consisting of Herb Kipp, the Canadian representative of the Hendee Mfg. Co., and Jack Booth, both of whom straddled sevens, and Jack Scott, who occupied a side car attached to Kipp's machine. It was found that the side-car attachment exactly fitted the sleigh ruts in the road, but considerable difficulty was encountered by the high snow in the centre, it being found necessary to remove the gas tank from under the "sociable" in order to give more clearance. Booth, riding alone, suffered a number of spills, but the machine came through unscathed on account of the soft snow. At the end of the journey each machine carried about 25 pounds of ice, but no mechanical trouble was experienced. After paying a short visit to Nelson Chahbers, the recently established Indian agent at Hamilton, the party undertook the return journey, covering the distance in exactly two hours.

Englewood Club's First Run of Season.

Chicago, March 10.—Starting from their headquarters at 348 West 55th street, the Englewood Motorcycle Club will open the season on St. Patrick's Day, March 17, with a club run to Crown Point, Ind., and return. Throughout the winter many social functions, such as dances, "stags" and smokers, have been held, giving pleasure to the members.

INTEREST IN WINDOW DISPLAY

Letters of Inquiry Show That Dealers Are Alive to the Possibilities of Increasing Their Business.

Competition is the life of trade and, judging from the many inquiries already sent in, the Window Display Competition now being promoted by the Bicycling World and Motorcycle Review, bids fair to be a lively and interesting contest up to and including the closing date, August 1, 1912. A contest of this kind cannot but help to inspire men to resort to even greater window attractions as a productive medium for advertising. The rules governing the competition are given in full in the paragraphs that follow:

1. Each photograph must be plainly marked on the back with the name and address of the dealer sending same, together with the date on which the picture was taken. Competitors may submit as many views as desired; no restrictions on numbers.

2. All photographs become the property of the Bicycling World Company, and must not be published in any other paper until after announcement of prize winners is made. Such premature publication of the photographs will bar the offending competitor from any rights to prize moneys.

3. Prize winners to be announced only in The Bicycling World and Motorcycle Review.

4. Photographs may show either motorcycles or bicycles, or both.

5. Publication of photographs will be made as they come into this office—or as soon thereafter as is posible.

6. Prizes will be awarded by a committee of men competent to judge in such matters, and who are not in any way associated in this field of business. Their names will be announced when prizes are awarded—not before.

7. Prizes for the competition will be awarded as follows:

First, $25.00 in gold.
Second, $15.00 in gold.
Third, $10.00 in gold.
Fourth, $5.00 in gold.
Next Five, 2 years' subscription to The Bicycling World and Motorcycle Review.
Next Ten, 1 year's subscription to The Bicycling World and Motorcycle Review.

8. Competition closes August 1, 1912.

A Very Light Replacement Record.

W. E. Strong, Owego, N. Y., agent for Harley-Davidson motorcycles, is proud of the maintenance record made by his machines last year. On 12 machines the total parts replacement was less than $5. Reckless riding on the part of the owner brought the upkeep on another machine considerably higher.

Latest F.A.M and Club News.



ESTABROOK'S WEEKLY BULLETIN

Work Progressing Satisfactorily in Many Parts of the Country—Repair Shop List Ready by April 15.

Bangor, Maine, March 11.—During the week that has just passed two new clubs were added to the F. A. M. membership list, as follows:

No. 229—Temple (Texas) Motorcycle Club, C. J. Mitchell, secretary; 20 members.

No. 230—Middleboro (Mass.) Motorcycle Club, L. W. Bryant, secretary, 64 Forest street; 18 members.

Satisfactory promotion work is being done by the following: H. L. Jennison, Farnsworth, Kan.; Chas. W. Von Parmelee, 408½ Breckenridge street, Helena, Mont.; W. P. Smallwood, Culebra, Canal Zone; L. A. Wetmore, 514 Fairchild avenue, Kent, Ohio.

Clubs having under consideration affiliation with the F. A. M. are announced as follows: Motorcycle Touring Club of Maryland, 3 East German street, Baltimore; Washington (D. C.) Motorcycle Club, C. G. Billard, secretary, 2445 18th street, N. W.; Black Hills Motorcycle Club, Philip Schoenberger, secretary, Deadwood, S. D.; Ithaca (N. Y.) Motorcycle Club, Levi C. Morris, secretary.

Repair shops added to the registered list during last week consisted of the following:

Girard Cycle Co., 140 North 14th street, Philadelphia; the Motorcycle Shop, 124 Pearl street, Trenton, N. J.; Piniare Bicycle Co., 917 East Douglass street, Wichita, Kan.; the Motoraid, 11 Jay street, Sacramento, Cal.; the Motor Shop, Seventh and Main streets, Grand Junction, Col.; Hyatt W. Norton, East Bloomfield, N. J.; Hall Garage, Fort Collins, Col.; Charles Z. Clements, 6004 Houston street, E. E., Pittsburgh, Pa.

Secretary Gibson announces that he expects to have the addresses of all registered shops corrected by March 30, and to begin mailing the printed list on April 15.

Chairman Thornley Returns Home.

New York, March 14.—Chairman Thornley, of the F. A. M. Competition Committee, returned this week from a three weeks' vacation spent at Jamaica, West Indies, and Atlantic City. He came back feeling quite rested and fit for the long and strenuous season before him.

Two checks, aggregating $1,000, have been deposited with the chairman of the F. A. M. Competition Committee by track promoters as first payments on franchises. The Point Breeze Motordrome Association, Philadelphia, put up $750, and the Eastern Racing Association, which will operate in Newark, N. J., posted $250. This money, together with all other franchise receipts, will go to the Legal Action Committee of the F. A. M., when contracts between the organization and promoters are consummated.

Frank Hart, the amateur champion, is getting about on crutches. His injured leg is knitting nicely and Hart very determinedly states that he will race this season.

Walter Goerke, another of the speed kings, also suffering from a fractured leg, is out again on crutches. He expects to undergo another operation shortly.

Cleveland Wants F. A. M. Assembly.

Guaranteeing to provide a board track as an inducement, the Cleveland (O.) Motorcycle Club is after the F. A. M. meet this year. That prominent business men of the city are in earnest in their desire to obtain the convention there is little doubt, as there was present at the above meeting a manager of one of the leading hotels, who offered the use of the committee and assembly rooms, gratis, if Cleveland is selected. He, together with Manager Bramley, of Luna Park, also volunteered to canvass the business men of the city, with the end in view of obtaining a guaranteed entertainment fund of $5,000. Application has been filed with the chairman of the competition committee. This makes three cities which want the meet, Columbus and Chicago also being active candidates.

Members May Soon Obtain Maps.

Negotiations are in progress between the F. A. M. and the American Automobile Association, with a view to having the latter supply the former with its maps for the use of motorcycle tourists. Robert Bruce, manager of the Touring Bureau of the A. A. A., reports many requests for maps from motorcyclists.

CANADIAN FEDERATION BORN

New Governing Body Determined Upon by Four Leading Clubs—Toronto Leads the Movement.

Toronto, March 11.—A Canadian motorcyclists' association is an actuality. After negotiating for months for the apparent purpose of arranging a working agreement with the Federation of American Motorcyclists, four of the leading clubs of the Dominion have come out openly with the announcement that they have entered into a "family compact" entirely independent of the States' governing body. The four leaders in the movement include the clubs at Winnipeg, London, Hamilton and Toronto, all of whom had previously acknowledged a desire for immediate connection with the F. A. M.

It appears that the Canadian clubs have double-crossed the American officials, inasmuch as the Dominion association seems to be in a perfected state of organization. Judging by appearances, the movement to form a Canadian body began several months ago—simultaneously with the formulation of plans to become a part of the F. A. M. The organizers, in several instances, were a party to the scheme to enter into an agreement with the F. A. M., but carried on the work of the development of the Canadian association secretly. Certain officers of the Toronto Motorcycle Club were the prime instigators of the movement to prevent the invasion of the F. A. M., causing two other clubs, at least, to call off negotiations with the American body. It is said that Winnipeg has already paid its dues to the new organization in the form of a lump sum, contributed for the purpose of completing details.

Speaking to the representative of the "Motorcycle Review" at Toronto, Secretary Tom Anderson,. of the Toronto Motorcycle Club, said: "You may as well know that we have formed a Canadian Motorcyclists' Association. All our stationery has already been printed. We expect to make an official announcement of the formation of the association in a short while. I have just returned from Hamilton, Ont., where I stopped the club there from further negotiations with the F. A. M."

The original intention was, it is said, to affiliate with the F. A. M. and continue in that body until such time as the Canadian clubs felt strong enough to go the whole distance alone. The latter saw, however, how rapidly the game was spreading, and decided to make the move immediately. The question of the payment of a per capita tax into the treasury of the F. A. M. also swayed the minds of the local enthusiasts and was a stumbling block in the scheme for F. A. M. affiliation.

The organization meeting of the new association will probably be held in the course of a few weeks.

New Uniforms for Rhode Islanders.

Providence, March 11.—At the regular monthly meeting of the Providence Motorcycle Club, held on March 8, a full attendance gave evidence that the club will be very much alive for the activities of the season. In making their runs this year, clad in the recently adopted uniform suit of olive fustian cloth, Norfolk style jacket and breeches, the club will present a most attractive appearance.

The first run of the club for the year was a trip to Summit, R. I., yesterday, through Washington Green. Several 1912 models of various makes were among the mounts ridden. The owners of the new machines all were in high feather and the resultant "kidding" alled to the zest of the trip.

Cincinnatians Enjoy a Club Luncheon.

Cincinnati, Ohio, March 11.—Just before the Queen City Motorcycle Club sat down for a luncheon at the Cincinnati Y. M. C. A. Building a few days since, the photographer's camera was ready, and the picture shown on this page is the result. The number of members present was 32, including all the officers of the club, who are: President, M. Fisher; vice-president, E. Buerger; secretary, Clarence Rossiter; treasurer, Walker S. Brown.



SYRACUSE MOTORCYCLE CLUB HAS SHOWN TASTE IN ITS CLUB FURNISHINGS

New Club Rooms for Syracusans.

Syracuse, N. Y., March 10.—Centrally located at 410 South Salina street, the main thoroughfare of the city, the new rooms of the Syracuse Motorcycle Club have become a very popular meeting place. As will be seen by the illustration on this page, the rooms are large, well lighted and artistically furnished. The location is practically within a stone's throw of all the dealers—another feature which tends toward their large and increasing popularity.

A cabinet is to be built to hold all the cups and other prizes won by the club's racing men. These have been donated to the club and will make a good showing, as they already number 25 or 30.

For the past year the club has been pursuing a conservative policy and saving its money. The result has been that the new club rooms have been furnished properly without running the organization into debt. Any suggestions other clubs may have to offer as to management will be greatly appreciated by the officials, as they are desirous of knowing the experience of others.

The club seems to be unable to secure a satisfactory track upon which to hold races. The State Fair Grounds course does not answer requirements. It is hoped by next year to build a half-mile dirt track that will answer the purpose.



QUEEN CITY MOTORCYCLE CLUB OF CINCINNATI ENJOYING A LUNCHEON

Hot Membership Campaign at Wichita.

Wichita, Kan., March 11.—For the purpose of bringing the membership of the Wichita Motorcycle Club up to 40, two teams were chosen among the members and a hot contest has ensued, which will last to the first of April. The beaten team has to pay the penalty of serving a banquet to the winning team, at the expense of the club.

Among the recent social happenings within the club was the 115-mile trip from Wichita to Winfield, returning by way of Augusta. This run was pulled off without any mishaps whatever, and was thoroughly enjoyed. On these trips the club treasury is drawn on for all expenses for food and other necessities of like nature.

The club has elected its officers for the year, who are: President, J. J. Branson; vice-president, Wm. Braitsch; secretary, G. E. Woodhull; treasurer, Henry Pinaire. Charles Sefton, Carl Blades and Robert Boggess have been made the directors of the organization. A motion made at one of the recent meetings to affiliate with the F. A. M. was passed unanimously.



BANQUET OF THE OAKLAND (CAL.) MOTORCYCLE CLUB AT KEY ROUTE INN

First Oakland Banquet a Great Success.

Oakland, Cal., March 11.—Social functions may come and go, but the first annual banquet and dance of the Oakland Motorcycle Club, recently held at the Key Route Inn, is one of those events which will long be remembered, especially by those in attendance. After a sumptuous banquet, W. G. Clough, president of the club, acting as toastmaster, called on several of the members for impromptu speeches, and then invited certain of the club's guests to say a few words All of the speakers dwelt on subjects of vital importance to the motorcycle rider and made the program of value as well as decidedly entertaining. Just before the party left the tables a flashlight was taken, which is published above and certainly shows a happy party, with a large representation of the fair sex in attendance at the gathering.

The remainder of the evening was given over to dancing and a royal social time. This affair was indeed a decided success, and much credit is due the officers and committees of the organization, all of whose efforts helped to produce such a pleasing affair.

Detroit Club Life Very Active.

Detroit, Mich., March 11.—As was announced in last week's issue, nearly all agencies and motorcycle concerns in Detroit have joined hands in forming a protective association to be known as the Detroit Motorcycle Dealers' Club. The objects of this club are to conduct race meets and to produce a more general interest in the motorcycle as a sport and as a business. May 20 has been selected as the date on which to hold the first race meet under the supervision of the club. There has also been planned, to take place March 18, a grand opening day for the dealer to display his latest models. With an executive committee to take charge of the club's affairs, and with Joseph Adcock as secretary and J. B. Trossel as treasurer, the success of the organization is assured.

Another motorcycle club has recently come into existence in Detroit—the Detroit Touring Club. This was the good work of 15 east side motorcycle enthusiasts, who are looking forward to some extensive as well as interesting runs now being planned by a committee in charge. The officers of the new club are: President, J. A. Wilkowski; vice-president, George Bachor; secretary, Leo Lybowski; treasurer, Joseph Less; captain, Rudolph Schultz.

Busy Times Planned by Bostonians.

Boston, Mach 11.—At a recent meeting of the Boston Motorcycle Club, the officers elected for the ensuing year were: President, Dr. R. L. Colsen; vice-president, F. W. Richardson; secretary, F. M. Wyman; treasurer, F. L. Durkee; captain, H. F. Smith; first lieutenant, F. M. Doyle; second lieutenant, H. S. Cummings. The two directors at large elected are F. A. Savage and Rollin Abell.

Captain Smith, with the help of his two able lieutenants, is planning out some very interesting tours, one of which will be through the White Mountains, with a visit to Portland, Maine, and to other attractive New England towns. The date of this trip is not yet definitely fixed, but will probably be around the Fourth of July.

To start the ball rolling, on April 19 the club's first run will occur. An invitation is very cordially given by the club to all motorcycle riders in and about Boston, not members, to join them on this ride. Further information may be obtained by writing to the president, Dr. R. L. Colsen, whose address is 673 Washington street.

Readingites Expect a Lively Session.

Reading, Pa., March 11.—One of the most active motorcycle clubs in the country—the Reading Motorcycle Club—is located right in this city. The headquarters, on the third floor of 517 Penn street, is always the scene of activity in the evenings, as many members are always on hand. The club has in prospect many novel features for the coming season that are now in preparation The officers of the club, all of whom are in the club photograph printed on this page, are: President, John Hartman; vice-president, Robert Henchen; recording secretary, Paul D. Eisenhower; financial secretary, Arthur Bruderick; treasurer, Charles Hart.



MEMBERS OF THE READING (PA.) MOTORCYCLE CLUB BEFORE THE CAMERA

Canadians Discuss Membership Eligibility.

Toronto, March 11.—What qualifications render a person eligible for membership in a motorcycle club is the question which took up considerable time at the regular meeting of the Toronto Motorcycle Club on Wednesday evening, March 7, which was attended by 47 riders. A number took the stand that only out and out riders should be admitted, but the result of the deliberation was that mere motorcycle enthusiasts could not be restrained from joining the club.

Preliminary steps were taken for the holding of the first race meet of the season on May 24, which is a holiday in Canada, and the remaining social events on the winter program were canceled to allow the officers to get down to business. A club crest was agreed upon, while the announcement was made that the club's solicitors were concluding the work of the incorporation of the organization into a joint stock company, with provincial charter. Six new members were obligated.

Long Tour Planned by Detroiters.

Detroit, Mich., March 11.—What promises to be one of the most interesting as well as profitable trips of the season is the tour projected by the West Side Motor Club, of this city. Boston will be the objective point, July 4-12 having been chosen as the date. It was decided that the route should be by way of Toledo, Cleveland, Buffalo, Rochester, Albany and then to Boston, the route for the return trip to be decided later.

Consisting of 15 young men living in the western part of the city, the West Side Motor Club has proven itself most progressive. Proceeds from a series of dances given during the winter are to build for them two club houses, one on the shore of Lake St. Claire and the other in the western part of the city. Their first excursion, which is to be an annual event, will be to Bois Blanc Island, June 10, 1912. Here races of all kinds will occur and liberal prizes will be offered.

Bushwick M. C. is Brooklyn's Latest.

Brooklyn, N. Y., March 11.—Showing that the motorcycle riders of Brooklyn see the marked advantages of organization, 20 enthusiasts recently met, and the Bushwick Motorcycle Club, with temporary headquarters at 1507 Bushwick avenue, was the outcome. Officers elected for the present year are: President, Walter Hoff; vice-president, Joseph W. Gildersleeve; secretary and treasurer, John J. Ward; captain, William Burman; lieutenant, John Schumacher.

Any male white person over 18 years of age who is interested in the advancement of motorcycling is eligible to membership in this newly formed club. Meetings are held regularly the first and third Mondays of every month at the club rooms. Applications for membership may be sent to John J. Ward, 1507 Bushwick avenue.

Topekans Gain Use of Club Rooms.

Topeka, Kan., March 11.—By affiliating with the Loyal Order of the Moose, the Topeka Motorcycle Club is given the use of a club room while it is still in its infancy and unable to maintain one itself. The club has a goodly number of enterprising men who have elected as their officers the following men: President, Geo. Rogers; vice-president, Guy Elliott; secretary and treasurer, J. C. McCreery.



A. A. STODDARD, FLORIDA MERKEL AGENT, BALANCING ON PABLO BEACH

Two Days of Endurance Runs for Buffalo.

Buffalo, N. Y., March 11.—At its last meeting the Buffalo Motorcycle Club decided to hold a two-day endurance run of approximately 500 miles. The first and second Sundays in July have been chosen as the dates. The first day's run will be: Starting from Buffalo, via East Aurora, Arcade, Olean, Salamanca, Randolph, Jamestown, Mayville, Westfield, Silver Creek, Angola, to Buffalo, covering about 190 miles. The second day's route will be: Starting from Buffalo, via Batavia, LeRoy, Caledonia, to Rochester; returning, via Churchville, Albion, Medina, Lockport, Lewiston, LaSalle and Tonawanda, to Buffalo, another trip of about 185 miles.

Riders will be divided into two classes, trade and private owners, the latter receiving a handicap of 50 points, thereby enabling them to secure a perfect score with 950 points. Gold, silver and bronze medals will be awarded those scoring the most points; the number and value of prizes will be announced later, as will the amount of entry fee and other particulars.

Committeemen in charge of these runs are: W. G. Schack, president; W. W. Cloudsley, captain; O. H. Peters and Chas. Logan. Howard Ganson will lay out the first day's route and Albert Meyer the route for the second day. The Diamond Rubber Co. will furnish markers for the course. These runs will be open to all motorists in good standing in the F. A. M.

The Buffalo Motorcycle Club is in a flourishing condition. President Schack has struck the right chord, his able and wise administration of the Buffalo Ramblers Bicycle Club in days gone by standing him in good stead in the conduct of the Buffalo Motorcycle Club's affairs.

Still Another Club for Baltimore.

Baltimore, March 11.—Puissant signs of approaching spring are being manifested in this city, for yet another motorcycle club has been formed here to add to the list of those already on the map. The infant is the Motorcycle Touring Club of Maryland, and it has started its life with a good pair of lungs. The organization will affiliate with the F. A. M. and will promote racing, hill climbing and other contests. Regular Saturday afternoon and Sunday runs will be held during the season, while tours will be promoted when the members find it convenient to get away from their work for their vacations.

The officers are: President, William C. Horn; vice-president, David W. Bridges; secretary treasurer, James M. Hepbron; captain, William D. Randall; mechanician Philip Sprecker. Sprecker has been connected with a motorcycle factory for nearly five years and he was obtained for the purpose of being along on the runs and tours so as to patch up any machine which drops by the wayside. The carrying of an official mechanician is somewhat of a novelty here.

DEROSIER HAS A BAD FALL

Collides With Balke's Machine After Latter Fell and Fractures Left Leg and Knee Cap.

Los Angeles, Cal., March 11.—Jacob B. DeRosier, champion motorcyclist, and who holds the record for bones broken in motorcycle race accidents, was the victim of the first serious smash-up on the new Stadium track yesterday afternoon. As a consequence he is in the Crocker street hospital with a fractured left thigh, a fractured left knee cap, a badly bruised body and a severe laceration on the left side of his head

The accident occurred in the last turn of the track in the last event of the day, when DeRosier and Balke were fighting it out, wheel lapped on wheel, for the deciding event of their match race, the first heat of which had been won by the Los Angeles boy, Balke.

As they sped across the tape and the big bell sounded the last lap of the race, less than a foot of space separated the two riders, with Balke holding his wheel as close as possible to the bottom edge of the banked track.

Within a hundred feet after passing the judges' stand Balke ran his motor off the course. As he came down onto the flat the tremendous speed—something like 90 miles an hour—upset him. The motor shot back upon the course on its side and directly in DeRosier's path. DeRosier collided with the fallen machine ahead. His front wheel was wrenched violently to the right and he dashed into the guardrail at the top. Then DeRosier and his motor turned several somersaults down the incline to the bottom.

DeRosier was thrown clear of the motor, but was unconscious when assistance arrived. The accident was the logical climax of the rough riding that had been indulged in by nearly all of the riders during the day's programme. Joe Wolters and Theodore Samuelson, both of whom pulled out of the long distance race of the day because of the seeming disregard on the part of other riders for the rules of the course, explained the accident as due to the strong wind which was blowing. Summaries:

Match race, best two in three, two-mile heats—Won by Charles Balke (Excelsior); second, J. DeRosier (Excelsior). Time, 1:23.

Two miles, professional, Class B—Won by W. E. Samuelson (Indian); second, L. I. Humiston (Indian); third, L. Finkelstein (Indian). Time, 1:28.

Three-mile, professional, Class A—Won by Charles Balke (Excelsior); second, Joe Wolters (Excelsior); third, J. DeRosier, Time, 2:04⅗.

Three miles, professional, Class B—Won by W. E. Samuelson (Indian); second, Hubert Kittle (Merkel); third, John Albright (Indian). Time, 2:08⅗.

Two miles, professional, Class A—Won by Charles Balke (Excelsior); second, Jake DeRosier (Excelsior); third, Joe Wolters (Excelsior). Time, 1:23⅘.

Four miles, professional, Class B—Won by W. E. Samuelson (Indian); second, Hubert Kittle (Merkel); third, John Albright (Indian). Time, 3:02⅖.

Two miles, professional, Class A—Won by J. DeRosier (Excelsior); second, Charles Balke (Excelsior). Time, 1:21⅗.

Six miles, free-for-all, professional—Won by Albert Ward (Indian); second, J. De Rosier (Excelsior); third, Charles Balke (Excelsior). Time, 4:06⅖.

Final heat, match race between DeRosier and Balke not finished. Both fell in last lap.

Prince Sells Interests at Los Angeles.

Los Angeles, March 4.—Jack Prince has sold his interest in the new Stadium track to Peter Young, erstwhile manager of aviators and promoter of flying meets. Young now is sole owner of the property. It appears that Austin McFadden, who was Prince's backer in the venture, and Paul Derkum, manager of the track, had differences which could not be smoothed over. Derkum threatened to quit, which would have been a serious blow to the track. Finally Prince had an opportunity to get out and wisely grasped it. Derkum will continue to manage the track, and general sporting events will be held in the arena, to vary the programs presented.

Prince now is talking of building a quarter mile track at San Diego in the fall. San Diego is down the coast very close to the Mexican line, and has developed fast of recent years. It is planned to run meets there on Wednesday nights, and cart the riders, officials and machines back and forth from Los Angeles in a special train. It listens good, but wait and see.

Roces at Montgomery's Spring Celebration.

Montgomery, Ala., March 10.—Motorcycle races formed part of the varied program at the spring celebration here last week. Local riders starred, and the events were exciting. Rain caused a postponement of some events scheduled. Summary:

Five mile free-for-all—Won by Cassiu (R-S); second, Todd (Indian). Time, 6:20.

Five mile open—Won by Horrel (Indian); second, Todd (Indian); third, Burgess (Thor).

Entry Blanks Soon for Invincibles.

Brooklyn, N. Y., March 13.—At the meeting of the Invincible Motorcycle Club last night the contest committee reported that entry blanks for the spring run, Sunday, May 5, will be ready next week. An elaborate design of medal will be awarded.

LATEST ABOUT BALTIMORE TRACK

Aviator Gill Wants to Take an Interest in the New Speed Bowl—Gus Heinz to Return Home.

Baltimore, March 11.—Howard W. Gill, of this city, who has gathered together a goodly lot of fame as an aviator, now holding the American endurance record for sustained flight, is greatly interested in the proposed motordrome for this city. He is now in Los Angeles, where he has been flying at the board track recently finished by Jack Prince. A night lettergram has just been received from him by Howard A French, in which Gill says he will start for home in ten days, and that he will bring plans of the Los Angeles bowl with him. He will stop off at Chicago and take a good look at the Riverview track and when he reaches here he expects to be able to figure out accurately just what the cost will be. He is ready, he announces, to put up a large share of the money necessary.

Gill is very familiar with motorcycle racing, having raced himself, and he has appeared on all the board tracks in this country. He hands French some good information on the proposition and says that night racing is more spectacular and thrilling than the sport in the day time.

Gus Heinz, of this city, who went out to the coast in January and located at Los Angeles, will return home in a few weeks He has gained a good deal of experience out there and when he returns he will be placed in the charge of the shop of Howard A. French & Co. He will also resume racing in this section, as he is considered a comer and a boy to be feared by even the best of them. The motorcyclists will welcome Heinz back with open arms, as he is quite a favorite among the local contingent.

San Diegans Enjoy Their Weekly Runs.

San Diego, Cal., March 11.—Through the most picturesque section of Southern California the Motorcycle Club of San Diego recently made a 135-mile run, with 40 of its members present. The course was from San Diego to Fallbrook and return, and, with good roads and a beautiful day, the trip was declared by all to be a complete success. Ramona was the objective point of another interesting trip made by the same club within the last few days.

100—Mile Race in Southern California.

Maricopa, Cal., March 10.—For an opening event this year, the West Side Motorcycle Club, on March 17, is going to run a 100-mile road race. Riders from all the leading clubs in California are expected to compete for valuable prizes, as a list has been very carefully selected by the committee in charge.

DATE SET FOR OLYMPIC TEAM ELIMINATION RACE

Saturday, May 25—Rain Date, June 1—Selected Course Over Northern New Jersey Roads, With 10 Mile Finish on New Velodrome—Proprietors Donate Use of Track and Proceeds to Fund.

Another week of big results marks the progress of the Olympic bicycle team campaign; one of the most auspicious of these is the generous offer of Messrs. Mihlon and Chapman, of the Newark Velodrome, of the use of the track for the running of the finish of the elimination race.

Their proposition to the bicycle team committee is, briefly: To give the use of the track and grounds on the day of the elimination race, gratis, the net proceeds to go to the team fund. A suitable approach will be constructed into the arena from the road and from the arena up on the track proper, so that the contestants may ride directly on the track from the road and finish the last ten miles of the trial thereon. All press notices also will be sent out by the Veledrome staff. It is also contemplated to secure the services of a number of the prominent professional riders and other athletes in short-distance events, in order that there will be no tedious waits for the appearance of the finishers, as it will be problematical as to just what time the men will arrive.

The Managers of Try-Out Races.

The date for the elimination race at the full distance of 200 miles has been set for Saturday, May 25. Rain date, June 1.

The New York City try-out race at 150 miles will be held on Sunday, May 5, with May 12 as rain date, thus allowing two weeks' rest before the elimination race.

The committee announces that all qualifants names must be forwarded to it from the various try-outs in the different cities not later than May 20.

All try-outs are under the direct supervision of the National Cycling Association representatives in the respective districts or the specially appointed delegate for the purpose. Those allotted so far are as follows:

St. Louis—O. F. Hassemer, 212 Board of Education Building.

Chicago—H. P. Hansen, 22 West Lake street.

Buffalo—Louis Debo, 280 Pearl street.

Boston—Howard G. Reynolds, care of "The Post," and Fred I. Perreault, 24 Wolcott street, Malden, Mass.

Funds Steadily and Surely Increasing.

The subscription list is growing steadily; among the contributions received this week are several from widely divergent sources.

Another Chicago supply house appears on the list in the contribution of $20 by the Beckley-Ralston Co., which, in addition to being one of the largest jobbers in the Middle West, is an extensive manufacturer of cycle and motor accessories and factory distributor.

Fred I. Perreault, of Malden, Mass., one of the most enthusiastic of the riders, sends in this week the result of his work among his friends on a popular cash-box contribution; it amounts to $32 and is by far the largest collected in this manner.

The Plainfield (N. J.) Cycling Club has also taken up the proposition along these lines, and is working industriously for contributions.

Charles L. Barr, treasurer of the St. Louis Cycling Club, states that the check to cover the club's subscription of $60 is forthcoming on demand.

The New York Division, which consists of the majority of the members of the old Eastern Division of the Century Road Club Association, by Sylvain Segal, chairman pro tem., states that it is the unanimous decision of the club that its subscription be continued on the list and that the supervision of the fund should be with the Bicycling World Co.



ADAM BEYERMAN
One of New York's favorite veteran amateur riders, whose friends are legion

A meeting of the executive committee of the Olympic Committee was held Monday, March 11, at the New York Athletic Club. In the absence of President Robert M. Thompson, Bartow S. Weeks acted as chairman. Mr. Weeks reported for the special committee on transportation that was appointed to take up the matter of chartering the Finland. The following committee was appointed to take charge of the matter of transportation: Bartow S. Weeks, Secretary James E. Sullivan and A. H. Curtis.

A telegram was received from Everett C. Brown, of Chicago, announcing that Ogden Armour had contributed $500 to the fund; the president of the Chicago Athletic Association has also contributed, and the leading colleges and clubs of the West have taken a great interest in the collection of the fund. Mr. Brown promises that in the next few weeks at least $10,000 will go forward to Treasurer Curtiss from Chicago.

President George F. Pawling, of the Middle Atlantic Association, A. A. U., yesterday forwarded a check for $150 to Julian W. Curtiss, treasurer of the American Olympic Committee. Mr. Pawling has started a vigorous campaign in Philadelphia for subscriptions to the Olympic Fund, and it is expected that the committee will receive about $5,000 from athletic enthusiasts of that city.

The next meeting of the committee will be held in Secretary Sullivan's office, 21 Warren street, New York City, Friday afternoon, March 22, at 4 o'clock.

Youngest Candidate in the Field.

How the campaign for funds and the discussion of an Olympic bicycle team is arousing a country wide interest in cycling among all classes is strikingly illustrated again this week in the publication herewith of the photograph of a youthful Chicago aspirant, who apparently is not daunted in the least by the illustrations in these columns of an impressive array of veteran talent. Writing under recent date this ambitious Chicagoan states that he has been riding for four years and often takes century rides, that he is now in training and will compete in the try-out race to be held in that city.

Trouble Over Canada's Olympic Team.

Toronto, March 11—The Canadian Wheelmen's Association was greatly surprised recently when Canadian Olympic Commit-

tee, in charge of the work of selecting an athletic team to represent the Dominion at the Swedish Olympic Festival, refused to endorse the association's selection of riders for the 200-mile grind around Lake Malar. The Olympic Committee intimated that it could not defray the team's expenses, although it is a fact that the government has made a grant of $20,000 toward the general Olympic fund. The incident has tended to reopen hostilities between the bicycling and athletic union factions in this country and the wheelmen are determined that they will not be frozen out.

G. L. MacKay, chairman of the racing board of the C. W. A., speaking to the representative of the "Bicycling World" here, declared that Canada has a great chance in the coming bicycle races. He placed great confidence in the ability of Walter Andrews, the Canadian champion, who rode sixth in the 62-mile race at London in 1908, after taking a bad tumble and riding over 40 miles with a 14-inch gash in his leg. Both Andrews and Gordon McMillan, another of Toronto's cracks, had vanquished all the crack American racers who had appeared at the local track. Other Canadian centers could also provide bicyclists.

22d Regiment Closed Bicycle Race.

J. Gross, Company K, with 100 yards start, was returned the winner in the closed two-mile handicap flat-floor bicycle race at the games of the 22d Regiment Engineers, held Wednesday evening, March 13, at the armory, New York City. Second position was taken by H. Lightfine, Company F, riding from scratch, in a close finish with W. J. Buckingham, Company F, also from the honor mark. Time, 5:11⅘.



K. J. MILLER
A Chicago lad who will enter the lists in the struggle for Olympic fame and glory

NEWARK AWAITS THE SPRING

April Will Witness Reopening of the Velodrome—$1,000 Grand Prize a Feature —Shanley Handicap Opening Card.

To start the season auspiciously at the Newark (N. J.) Velodrome, Manager John Chapman has arranged attractive cards for the opening meet of April 7, and the one that follows on April 14. The leading feature of the opening meet will be the Shanley handicap, at one mile, for professionals. This race has become a Vailsburgh classic and promises to uphold its reputation as a real contest from start to finish as usual. A two-mile open, a two-mile invitation and a 10-mile paced race are also on the professional program for the opening meet, and the amateurs will have for their share of the card a mile novice, a half-mile handicap and a five-mile open.

A star attraction is announced for the rest of the April meetings in the shape of the "Grand Prize of Newark," which consists of a purse of $1,000, divided as follows: $500, $200, $100 to winners of final. To the winner of each heat will be given $10, to the second man in each heat $5, and $5 to the winner of the repechage heat. The semi-final will pay the second man $15

Subscriptions Pledged to the American Olympic Bicycle Team Fund.

Frank B. Mihlon, Newark (N. J.) Velodrome	$100.00
United States Tire Co., N. Y. City	100.00
St. Louis Cycling Club	60.00
The Standard Co., Torrington, Conn.	25.00
Traveling salesmen Pope Mfg. Co.	25.00
J. W. Grady & Co., Worcester, Mass.	25.00
Pope Mfg. Co., Hartford, Conn.	25.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
Continental Rubber Co., Erie, Pa.	25.00
Davis Sewing Machine Co., Dayton, O.	25.00
Consolidated Mfg. Co., Toledo, O.	25.00
Wheelmen's Protective Association, Salt Lake City, Utah	25.00
Pennsylvania Rubber Co., Jeannette, Pa.	25.00
New England Wheelmen, N. Y.	20.00
New York Sporting Goods Co., N. Y. City	20.00
Utica Cycle Co., Utica, N. Y.	20.00
Motor Car Supply Co., Chicago	20.00
Post & Lester Co., Hartford, Ct.	20.00
Charles Hansen, Jersey City, N. J., by popular "cash box" contribution	18.24
Haverford Cycle Co., Phila.	15.00
B. A. Swenson, Providence, R. I.	10.00
H. A. Gliesman, N. Y. City	10.00
Eastern Division, Century Road Club Association	10.00
United Cyclists (Collection)	10.00
R. F. Kelsey, N. Y. City	10.00
Little Rhody Cycle Club, Providence, R. I.	10.00
W. H. & L. C. Wolfe, Altoona, Pa.	10.00
Wilson Trading Co., N. Y. City	10.00
Ballou & Wright, Portland, Ore.	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Union Supply Co., Toledo, O.	10.00
C. T. Kilborne, East Orange, N. J.	5.00
J. A. Hall, Brooklyn, N. Y.	5.00
M. J. Zulzer, Brooklyn, N. Y.	5.00
New Jersey Division, Century Road Club Association	5.00
A. G. Batchelder, N. Y. City	5.00
W. J. Morgan, N. Y. City	5.00
R. G. Betts, New York City	5.00
Crescent Bicycle Club, Baltimore	5.00
Keyser Fry, Reading, Pa.	5.00
Van Cleef Brothers, Chicago	5.00
Sidney B. Roby Co., Rochester, N. Y.	5.00
Nelms & Wiesenfeld Co., Jacksonville, Fla.	5.00
Reedley (Cal.) Bicycle Club	3.00
K. Mackenzie, Bayonne, N. J.	2.00
Charles E. Jaeger, Bayonne, N. J.	2.00
Henry Kest, New York City	2.00
St. Louis Branch Fisk Rubber Co.	2.00
Carl Schutte, Kansas City, Mo.	2.00
John H. Rust, Hammond, Ind.	1.00
A. C. Clayton & Son Printing Co., St. Louis	1.00
Frederic E. Kleber, Bayonne, N. J.	1.00
J. E. Kockler, Chicago	1.00
H. E. Kidder, Port Henry, N. Y.	1.00
C. A. Merrill, Winchendon, Mass.	1.00
Charles Fred. Travis, Boston	1.00
Through Bicycling World Subscriptions—	
Edgar Boehm, Baltimore, Md.	1.00
George B. Shannon, East McKeesport, Pa.	1.00
John Pipp, Yonkers, N. Y.	1.00
L. J. Berger, Chicago	1.00
Great Neck Cycle Club, Great Neck, L. I.	1.00
Lewis Stacey, Whitestone, L. I.	1.00
E. Berghoff, Asbury Park, N. J.	1.00
James Riddett, Yonkers, N. Y.	1.00
G. E Murray, Toledo, O.	1.00
E. Smyker, Lakewood, N. J.	1.00
Chas. P. Soulier, N. Y. City	1.00
Geo. Steinert, Brooklyn, N. Y.	1.00
Carl Bonhardt, N. Y. City	1.00
H. Greisenbruch, Bermuda	1.00
Jos. Scheider, Buffalo, N. Y.	1.00
P. Wollenschlager, N. Y. City	1.00
L. Morton, Asbury Park, N. J.	1.00
F. J. Herbert, Fall River, Mass.	1.00
Emil Trunk, Brooklyn, N. Y.	1.00
George Thorakos, N. Y. City	1.00
Frank Blatz, Jersey City, N. J.	1.00
A. L. Jordan, San Francisco	1.00
Carl Ericson, Brooklyn, N. Y.	1.00
Harry Kaiser, New York City	1.00
Charles Waldo, New York City	1.00
Kenneth Mackenzie, Bayonne, N. J.	1.00
D. M. Campbell, Gray, Ky.	1.00
J. W. Flanagan, Jersey City	1.00
James A. Coote, Yonkers, N. Y.	1.00
F. I. Perreault, Malden, Mass.	1.00
J. Vaccaro, Asbury Park, N. J.	1.00
Gus Wohlrab, Jersey City, N. J.	1.00
Subscriptions Received This Week.	
Fred I. Perreault, Malden, Mass., by popular "cash box" contribution	32.00
Beckley-Ralston Co., Chicago	20.00
Total for the Week	$52.00
Total Previously Acknowledged	865.24
Grand Total to Date	$917.24

and the third man $10. Heats are to be run April 14, the semi-final April 21 and the final April 28. In this race a special rule has been provided which will permit the referee, at his discretion, in case of accident, to order the race re-run or permit the riders to start in other heats. There will be but three riders in the final.

In addition to the heats which will be run on April 14, there will be a two-mile handicap, a two-mile invitation and a 15-mile motor-paced race for professionals, and the amateurs will ride a mile novice, a one-mile handicap and a three-mile open.

At the opening meet Comes, the French cyclist, who is said to be one of the headiest match race riders in the world, will make his first American appearance. He is one of Chapman's finds during his recent European trip, and it is said that Comes can perform all sorts of tricks on a wheel when jockeying for the lead. It will be interesting to watch him try to force Kramer to go to the front if he proves to be all that is claimed of him. Kramer is something of a general, and if Comes outwits him it will make the fans "sit up and take notice."

With Dupuy and Ellegaard possible contenders at the Velodrome before the season is over, Kramer will have the struggle of his life to retain his championship honors and win the world's title in the August meeting.

There will be a new referee at the Velodrome, succeeding Walter Bardgett, who has taken over the management of the Providence track for the coming season. The new official is Arthur Ross, well known in times gone by as one of the best men Newark has produced behind pace. He is thoroughly conversant with all the details of cycle racing, and has served for several years as a track official at the Velodrome with credit. He should make a very capable referee.

Doings of the Acme Wheelmen.

At the annual election of the Acme Wheelmen the following were chosen as officials for the ensuing term: President, Eugene Suykerbuyck; vice-president, Irving Higgins; secretary, Arthur J. W. Eberhardt; treasurer, Edward O. Spillane; captain, John Schmidt; lieutenants, Hal Kaiser and Bob Ford; handicapper, John De Bruyn.

As announced by the racing committee, the score in points of the 1911 club championships is as follows: Arthur J. W. Eberhardt, 29; Harry Kaiser, 18; Bob Ford, 11; John DeBruyn, 8, and Irving Higgins, 6.

Special trophy winners — Suykerbuyck Trophy, for the fastest unpaced mile at Guttenberg track, standing start: Jack Schmidt; time, 2:25. Spillane Trophy, for the fastest unpaced time for the Jerome avenue course, distance 6 1/10 miles: Harry Kaiser; time, 16 min. (record for the course, 15:43). Higgins Trophy, for the member taking first place in any open race of 10 miles or over: Harry Kaiser, in C. R. C. Association 10-mile handicap at Floral Park, L. I., November 12; also American Olympic Bicycle Race Committee Thanksgiving Day 15-mile race on Pelham Parkway, November 30.

The trophies for 1912 donated so far will be known as follows: Kaiser Trophy—To the member making the fastest unpaced time over a selected 10-mile course. The DeBruyn Trophy—To the member scoring the largest total in open races during the season. The Hutmacher Trophy—To the member first to win a race at the Newark Velodrome.

The annual reports of the secretary and of the treasurer showed the club to be in a very flourishing condition. All of the members are enthusiastic over the club's prospects and have constituted themselves a membership committee, with the avowed intention of placing the organization among the leaders of the metropolis.



HERE ARE SOME ACME WHEELMEN CANDIDATES FOR OLYMPIC TRY-OUTS
Standing are Edward O. Spillane, John DeBruyn, Harry Kaiser, William Bullock, Charles Erwin, Irving Higgins, Harry Lilienthal. Kneeling are Bob Ford and Joseph D. Spillane

Jersey C. R. C. A. Bowlers Win Out.

On Monday evening, March 11, the bowling team of the New York Division, C. R. C. Association, journeyed over to Wake's Hall, Broadway and 46th street, Bayonne, N. J., where they met the Jaeger-Moore combination, representing the East New Jersey Division, in match of best two in three games. The line-up was as follows:

New York Division—A. Kaiser, captain; W. Thompson, H. W. Zarr, H. Baum and G. H. Segal.

East New Jersey Division—H. A. Jaeger, captain; D. A. Moore, H. A. Jaeger, O. L. Moore and C. E. Jaeger.

The Jerseyites had the first fabe apparently won when the New York Division anchor, Segal, succeeded in striking in the last frame, and then put two more in the same spot, and so saving the game for New York by 11 pins. Score: New York Division, 619; East New Jersey Division, 608. The other two games, and the match, were won by the Jersey boys by the scores of 693 to 621 and 662 to 614. For New Jersey C. E. Jaeger starred, with an average of 154⅔ and high score of the evening, 165; for New York A. Kaiser averaged 156⅔, his highest score being 161.

Mr. K. MacKenzie took the place of H. A. Jaeger in the last game, and scored 147.

A return match will be played in New York City on Tuesday, March 19, the place to be announced later.

Garden City Wheelmen Elect Officers.

San Jose, Cal., March 11.—At the semi-annual election of the Garden City Wheelmen, held recently, the following officers were chosen: President, L. LaHue; vice-president, F. Lannin; recording secretary, L. King; financial secretary, I. Eckman; captain, P. Castro; directors, C. Baxter, O. Baxter, R. Brown, O. Truisson, O. Inman.

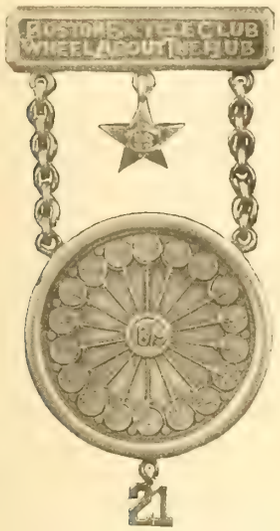
The election and routine business dispensed with, the evening was very enjoyably concluded with a vocal and musical entertainment, followed by a repast.

La Porte, Ind., March 11.—The annual meeting of the La Porte County Motorcycle Club was held March 7.. Officers chosen for the ensuing year are: President, Earle McCurdy; vice-president, Don Miller; secretary, John J. Rauschenbach; treasurer, Edward Thompson; captain, Jay T. Kanney; first lieutenant, Lewis Paul; second lieutenant, Lawrence Wedow.

MEDALS FOR THE "WHEEL ABOUT"

Cyclists Who Have Participated in the Historic Run Are Given Souvenirs by the Boston Bicycle Club.

Bearing the date 1879, the year of the founding of the first bicycle run to be known as the "Wheel About the Hub" of the Boston Bicycle Club, the reproduction herewith is that of the medal given to all participants and is commemorative of their



TYPE OF THE MEDALS GIVEN

attendance on that far-famed three-days jaunt awheel through Boston's historic suburbs.

When first established, it was planned to make of it an annual affair, but it was allowed to lapse until 1884, when Frank W. ("Papa") Weston, now deceased, then consul for America of the Cyclists' Touring Club, revived the "Wheel About" and conducted it that year under the combined auspices of the two organizations.

Another lapse of eight years followed, until the fall of 1892, when was consummated the real revival of the "Wheel About," and it has been continued since as an annual function of the B. B. C. The restart and continuance of the run again was due to the persevering efforts of "Papa" Weston.

Of those who took part in the run of 1884 but three are alive today, Dr. W. G. Kendall, Will R. ("Happy Days") Pitman and Judge Josiah S. Dean.

The medal shown is that owned by "Happy Days" Pitman; on it will be seen the pendant number 21, significant of his having attended every run consecutively. The next highest score is that of Dr. Kendall, who attended every run except that of 1900, his having been on a visit to California on that occasion alone preventing his attendance.

Gold

Willis Farrington	1
Herbert W. Knight	3
Josiah S. Dean	7

Silver.

Charles K. Alley	5
J. Fred Adams	3
Fred Atwater	4
Abbot Bassett	7
M. M. Belding, Jr.	9
Paul Butler	3
George L. Cooke	8
Henry Crowther	5
W. H. Edmands	5
J. J. Fecitt	14
A. G. Fisher	2
J. Rush Green	8
Thomas H. Hall	14
Nathaniel Heath	5
Eugene S. Hemmenway	9
Joseph A. Hendrie	16
Thomas P. Himes	3
Edward F. Kelley	10
John B. Kelley	12
W. G. Kendall	20
Frederic G. Lee	6
W. M. Meserole	6
Marriott C. Morris	4
Will R. Pitman	21
Theodore Rother	14
Charles C. Ryder	9
W. W. Stall	9
Frederick J. Stark	9
Allen W. Swan	6
Joseph W. Swan	6
Frank D. Wilde	3
T. H. Willard	8
E. G. Whitney	5
George B. Woodward	10
George B. Young	7
Henry G. Wynn	1
Kenneth N. Woodward	7
Dr. A. F. Wyman	8
Henry G. Wynn	1
George B. Young	7

FRESH FLAT-FLOOR FIASCO

Past-Master Pedal-Artists, in Match Race, Become Peeved and Play Prominent Parts in Petty Proceedings.

Giving promise of being one of the most interesting contests that had been arranged during the indoor season just closing, the series of match races between William Van Den Dries, the veteran flat-floor star of the N. Y. A. C., and Eddie Goodwin, I.-A. A. C., who has shown phenomenal development at the game, in the first heat, at one mile, degenerated into one of those squabbles which all too frequently have punctuated the cycling events in metropolitan armories throughout the winter.

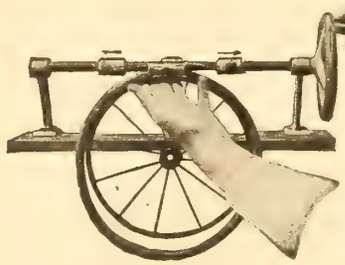
The match was scheduled on the program of the Mohawk A. C. games, held Saturday evening, March 9, at the 22d Regiment Armory, New York City, and was for the best two out of three heats—first heat, one mile, scratch; second, one mile, pursuit, and the style of the third, if necessary, to be decided by toss.

At the start of the mile, Goodwin went to the front with Van Den Dries trailing to the third lap, when the latter jumped and essayed to go by on the outside. Goodwin, so it is claimed by many of the observers, swung wide at the turn when he saw Van Den Dries coming and attempted to stall off the rush, and in so doing, it is alleged, rubbed his elbow against his opponent's thigh; Van Den Dries, however, continued, and swung into the pole—as claimed by Goodwin in his subsequent protest—before he had the clearance required by the rules, thus endangering Goodwin for a fall. Van Den Dries finished the remaining distance, approximately six laps, while Goodwin sat up and made his protest, which was sustained by the referee, W. L. Jones, who ordered the heat re-run.

When the heat was called, Van Den Dries refused to ride, and Goodwin rode an exhibition mile in 2:28. Thus was closed another display of doubtful sportsmanship where the reverse is a positive need.

Agents: Territory is going fast and so are M. M. Machines. The M. M. factory is running over time to keep up with orders. Get in your applications and orders at once.

AMERICAN MOTOR COMPANY
718 Center St., Brockton, Mass.



The PEERLESS

Honest Comparison

Order The Peerless and any other Setter or method of retiring you know with the understanding that you can return the one not wanted at owner's expense.

We have a proposition whereby **this wonderful machine costs you nothing.** Write.

THE PEERLESS TIRE SETTER CO.
Toledo, Ohio

ECLIPSE FACTORY IS RUSHED

Heavy Output Now, But Must be Increased to Meet Demands—Multiple Disc Clutch Patent Acquired.

Elmira, N. Y., March 11.—Trying to supply the demand of some 20 odd motorcycle manufacturers for clutches is proving a severe tax on the Eclipse Machine Co. At present 200 clutches a day are being shipped and some departments are being run all night. The working force is 300 men. It is hoped to raise the daily output to 300 clutches by April 1. It will be a surprise to not a few to learn that the company turns out 52 distinct models of motorcycle clutches.

Plans are now being made to deliver clutches suitable for attachment to 1911 chain drive machines by May 1. So great is the demand for clutches for 1912 machines that the purchasing agent of one factory made a special trip to Elmira last week and camped at the Eclipse plant two days to hurry shipments to his establishment. Several manufacturers also have placed standing orders for their clutches to be shipped by express, and are increasing the number of clutches contracted for earlier in the season.

Inasmuch as a very large proportion of the work done in the Eclipse plant is the production of turned parts, the company naturally has a tremendous assortment of automatic screw machines, and these are being driven to the limit. Bar stock up to 6½ inches is worked. One of the interesting features of the machine room is the flock of power saws of Eclipse make. These differ from the usual tool of this sort in that they revolve the work and present a fresh cutting surface to each stroke of the saw, giving a clean cut.

Indicative of the degree to which manufacturing has been brought as a science is the oil reclaiming apparatus. It is well known that owing to the high speeds at which they work, screw machines and turret lathes require large quantities of oil flowing on the tools steadily to prevent them burning. Naturally, in the course of a day hundreds of gallons of oil are used, and this falls from the tools into a drip pan with the chips of metal. These chips are collected and placed in a large steel pan, and a lid screwed on. The pan then is placed on a spider in a well, and the whole mass revolved at 2,000 revolutions per minute. The centrifugal force skims the oil from the chips in sheets, and after being run for a few minutes when a pan of chips is opened the chips are absolutely free from oil, which is used over again. Hundreds of gallons are reclaimed, and the saving is considerable. The chips are sold as scrap metal. Similar economies are exercised wherever possible.

Exacting standards prevail in the inspection room, one of the most important departments of the plant. Many parts are gauged to one-half thousandth. As is well known, other products of the plant include Eclipse and Morrow brakes and Eclipse free engine pulleys. These are coming through strong; in fact, the demand is rather surprising in its volume. The plant has a capacity of 1,000 brakes a day when the "forced draft" is applied.

Sales Manager J. C. Ferguson attributes the present gratifying volume of business to the fact that the company anticipated the immense demand for clutches years ago, and prepared for it. The company has experimented with clutches for five years, and began their manufacture in commercial form three and one-half years ago.

Quite recently the company acquired very strong patents covering multiple disc clutches, which cover clutches applied either on the motor shaft, counter shaft or rear hub. This patent is in the nature of a master license, and infringing manufacturers were invited to "step up to the captain's office and make their peace." Having shown a hesitancy or disinclination to do so, the company now is preparing the institution of vigorous suits against offending makers.

Just returned from a western trip which took him as far as Denver, Ferguson expresses himself at agreeably surprised at conditions as he found them. Dealers generally are very optimistic over prospects for the season's business, and report more business now than was done all last season.

Gliesman Again Heads New York Dealers.

New York City, March 12.—At the annual meeting of the Motorcycle Dealers' Association of Greater New York, held to-day, the following officers were elected for the ensuing year: President, H. A. Gliesman; first vice-president, A. H. Patterson; second vice-president, T. J. Sixsmith; secretary, G. Rotholz; treasurer, E. C. Kicherer; directors, Charles Krebs, Geo. P. Jenkins, F. B. Widmayer.

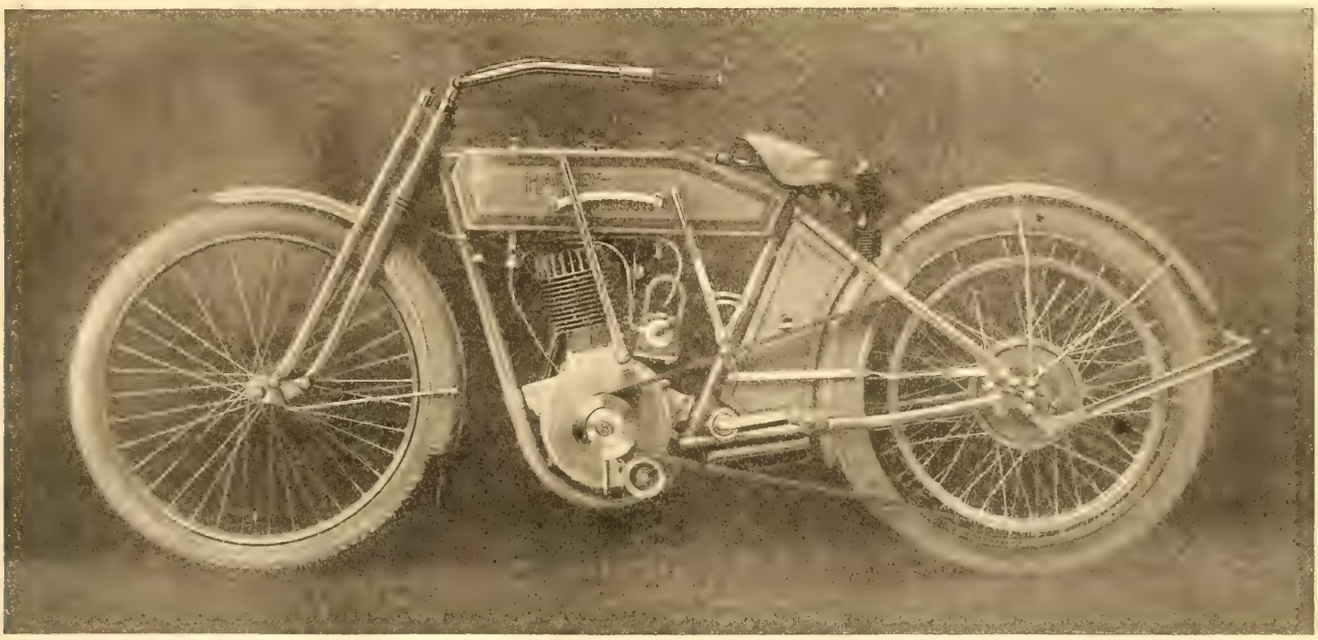
In his annual report, President Gliesman, who succeeded himself in office, referred to the following as important accomplishments of the association during the past year: All eligible motorcycle dealers in Greater New York belong to the association; the membership includes seven out-of-town dealers, and other applications are pending; despite limited membership and heavy expenses, the association is in excellent financial health; the defeating of the proposal to subject motorcycles and handlers thereof to the provisions of the garage law, which would have been a heavy burden and expense on dealers; the expenditure of funds for co-operative advertising at race meets, in the local and trade press and at the six-day race and automobile show; the promoting of a "feast of friendship" to cement closer the social relations of the members; the promoting of a big trade dinner during automobile show week, which was well attended; the introduction of the time payment plan in the sale of motorcycles; the co-operative advertising campaign outlined for the coming season, and the work of the credit committee.

The report was well received and created new enthusiasm among the members over the activities planned by the association the coming year. The committee entrusted with arranging for the annual dinner reported a substantial balance, which will be turned over to the Olympic Fund as the association's contribution, in accordance with an agreement to that effect. Inclement weather affected the attendance.

BIDWELL TROPHY AN ANNUAL

Course Increased to 40 Miles—Prizes Enhanced in Value and Trophy Must Be Won Three Times.

New York, March 12.—Radical changes have been made in the plans for the Bidwell Trophy motorcycle road race, which will be run on the Long Island Motor Parkway, Sunday, April 14. The course has been increased to 40 miles, all but five or six miles being over paved road. The dirt stretch near Bethpage is loose and sandy in spots, and will afford a good test of machines, it is said. The start will be at Great Neck and the finish at Lake Ronkonkoma. The prizes have been changed and will be more expensive. The major prize will be a silver cup, valued at $50, donated by H. F. Bidwell, promoter of the race, and will be known as the Bidwell Trophy. It must be won three times to become the permanent property of the holder, and the winner of each race will have possession of it until the next time it is contested for, when it must be surrendered to the donor. In addition to the cup there will be three medals, gold, silver and bronze, which will be awarded to the first three men who finish. The race will be known as the Bidwell Trophy road race and will be an annual affair, to encourage stock machine racing. It will be a stock race exclusively, and contestants will be depended on to discover alleged stock machines which are special. All machines will be subject to protest, and any found not strictly stock in the sense of embodying attachments or constructions affecting the speed will be disqualified. There will be no entry fee, but contestants will be required to purchase their permits for admission to the course. The parkway now is cemented for about 35 miles. Many local riders already have signified their intention of entering the race. Entry blanks will be out soon, and all information can be obtained from H. F. Bidwell, 2142 Broadway, New York City.



What the 1912 Harley-Davidson Has Accomplished for Our Dealers

DURING the four weeks ending March 9th our dealers sent us orders for more than two and one-half times the number of machines they did for the same period one year ago.

Likewise, we shipped more than two and one-half times as many machines as we shipped in that period last year, all of which proves that our dealers are securing their share of the 1912 business and that we are backing them up with prompt deliveries.

Naturally we are satisfied because our dealers are enjoying what is rightfully theirs—and then some. They are satisfied because we are taking care of their orders. So everybody's happy.

Harley-Davidson Motor Company

184 C Street **Milwaukee, Wisconsin**

AUSTRALIAN TRANS-CONTINENTAL

Francis Birtles Pedals Across the "Island Continent," 3,077 Miles, in 31 Days, 10 Hours and 15 Minutes.

Starting with the avowed intention of pedaling across the "island continent" of Australia, a distance of 3,077 miles, in 30 days, Francis Birtles, artist, journalist, photographer and long-distance cyclist, left Freemantle, West Australia, at 7.45 A. M., on New Year's day and arrived in Sydney at 1 P. M., February 2, having completed a most remarkable journey in 31 days, 10 hours and 15 minutes.

Birtles' successful endeavor was inspired by the breaking of his former record for the ride by some three hours by F. White during last May. The latter's time was 36 days, 13 hours and 3 minutes.

After leaving the West Australia goldfields, Birtles made wonderful time, despite the sandy and heavy nature of the wild, trackless country traversed. At one stage the overlander did not see a human being for three and a half days. Adelaide, 1,930 miles, was reached at 10:30 P. M., January 21, the net time being 20 days 12 hours and 35 minutes, nearly five days better than his own record for this distance. The start for Melbourne was made at 2:30 P. M. of the following day, and the course lay via Wellington, the Coorong Desert, Kingston, Naracoorte, Coleraine and Cressy. Birtles arrived in Melbourne at 3.21 P. M., January 27, having riden the 579 miles from Adelaide in 120 hours, 51 minutes, and a total distance and time from the start, Freemantle, of 2,509 miles in 26 days, 5 hours and 36 minutes, some 5⅓ days better than F. White's record. While riding the section between Kingston and Naracoorte, on the narrow path alongside the railway, Birtles fell and rolled, wheel and all, down a 10-foot embankment. A sprained ankle was the net result of the injuries, but despite that he pushed on and made his destination for the night.

With less than 2 hours' stop at Melbourne the plucky rider got away on the last leg of the trip at 5 P. M., with the hope of making Sydney in time to have averaged 100 miles per day, a wonderful record to have stablished in a 'cross country ride in land in which much of the way is a trackless desert.

Birtles has cycled around the whole continent twice, and crossed it in all directions, covering a total distance of 60,000 miles in about six years, mostly over the wildest and roughest parts of Australia. In 1906 Birtles set out from Perth and twice made futile attempts to penetrate the desert between Leverton and Oodnadatta. On the second occasion he barely escaped with his life. Then he headed his machine southward and went east by way of the coastal route. After touching at Adelaide, Melbourne, Sydney and Brisbane, he rode to Darwin, and then followed the telegraph line practically all the way to Adelaide. He then rode on to Sydney to complete the round trip from that city. On that occasion he covered about 13,000 miles. In 1909 he cycled from Freemantle via Port Augusta and Broken Hill, to Sydney (3,056 miles) in 44 days, 22 hours and 30 minutes. Thirteen months ago he tackled D. Mackay's to Perth to Sydney record (via Adelaide and Melbourne) of 40 days 15 hours, as a finale to a 10,000-mile trip around Australia, and reduced it by three days.

After a rest of a few months Birtles was again awheel—bound for the wilds of Australia—on a cinematographing expedition for a leading French moving picture firm, and obtained a considerable number of interesting films of typical Australian subjects.

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Bicycles

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to fit all makes and styles of wheels. Carry in stock one of our A. & J. Adjustable Hangers, with an extra set of our Adjustable Cups with Cones, and you can fit all widths of bracket up to 3½" and all diameters up to 2". This range covers practically all sizes. You can fit a new hanger into a wheel without delay and please your customer.

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1912 CATALOG

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Practically Perfect

The 1912 New Departure Coaster Brake

HAS IMPROVEMENTS THAT WILL PLEASE YOU

The New Departure policy is to improve. Our salesmen and demonstrators are instructed to carefully look into any complaints of the dealers. Such complaints are thoroughly investigated by a staff of expert mechanics at the factory and in this manner any faults existing are corrected and improvements are constantly being made. The 1912 model shows a greater number of such improvements than any previous model. Tests by ourselves and by dealers and riders justify us in claiming that the present model of New Departure coaster brake is practically perfect and perfectly practical, never failing to operate, strong beyond all requirements and better made, better finished than ever before.

We are not only giving you, Mr. Dealer, a vastly improved coaster brake, but our line of trade helps for 1912 is more extensive and expensive than previously offered. These trade helps are furnished free and we prepay transportation also. If you havn't already ordered an assortment, write in today.

Have you received the New Departure calendar for 1912? Sent only to dealers who write for it on their letter heads.

THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

Coaster Brake Licensors

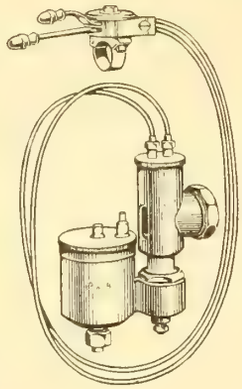
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which we guarantee will stand 100 miles an hour.

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The Only Scientific Track Builders in This Country.
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Carburetors

The Most Efficient Motorcycle Carburetor

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When you have a motorcycle that will not run right nine cases out of ten you can correct the fault with a **B & B** carburetor. Furthermore there is no trouble to attach the B & B to any style machine, no control rods to fool with. This feature alone will save you many dollars' worth of time and the motorcycle will develop an efficiency it never did before. The price is low, the material and workmanship the finest you ever saw.

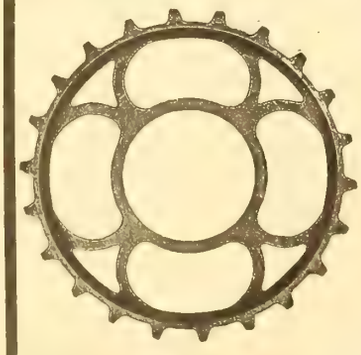
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KELLY-RACINE RUBBER COMPANY
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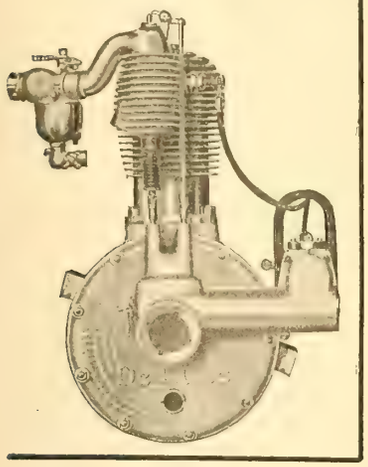
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One piece crank shaft.
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Improved cam and magneto drive.
Oil tight motor.
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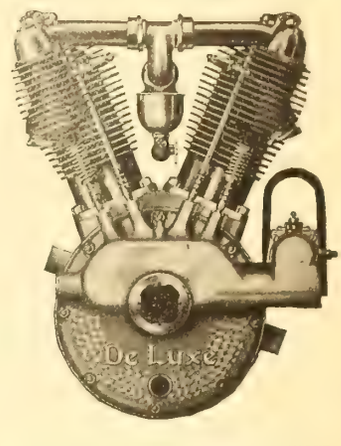
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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PLAIN OR TWO SPEED MODELS. IMMEDIATE DELIVERY.
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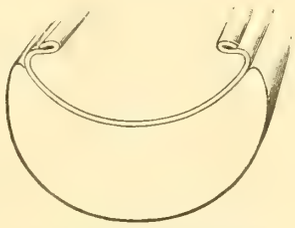
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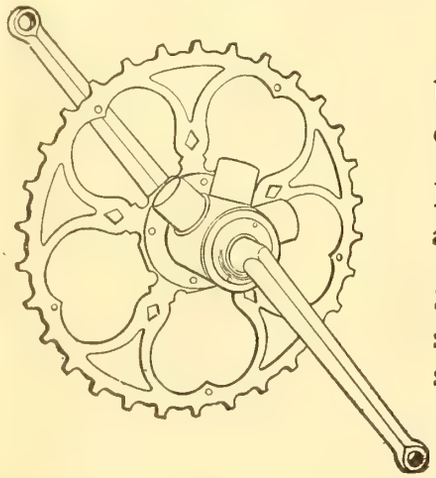


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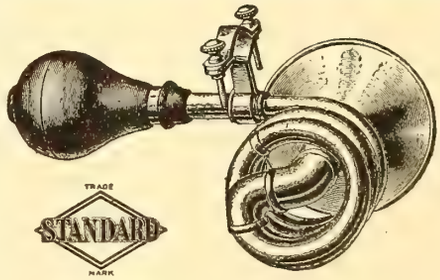
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are the most suitable bearings for motorcycles; they withstand vibrations, due to the strong cage and large number of balls.

Schafer Ball Bearings are used exclusively on high grade products such as the renowned Minneapolis Motorcycles and two speed gears, De Luxe Motors and two speed gears.

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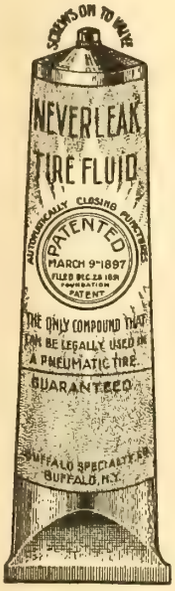


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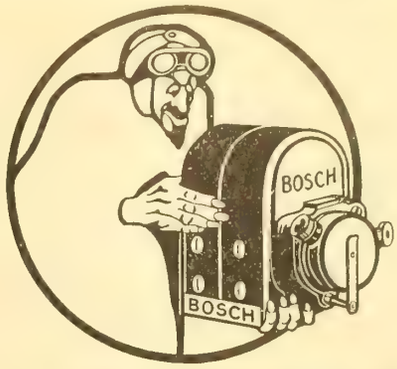


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Write for conditions under which the above reward will be paid.

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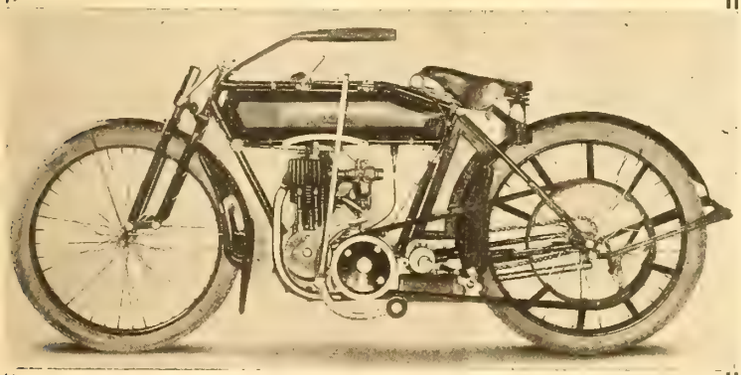
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10 H. P. MINNEAPOLIS DE LUXE SPECIAL TWIN
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Guaranteed with the

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"Always There"

Hasha, riding an Indian, SPLITDORF equipped, smashed four world's motorcycle records at Los Angeles on February 12, when he rode one mile in 39⅗ seconds; two miles in 1:19⅘; three miles in 2:01⅗, and four miles in 2:40⅖. It proves SPLITDORF SUPERIORITY when a rider smashed one of the existing world's records—it is a result of a combination of the machine and equipment. Hasha uses SPLITDORF plugs because he knows them to be best. For his work he cannot afford to trifle with a spark plug that is not the best on the market.

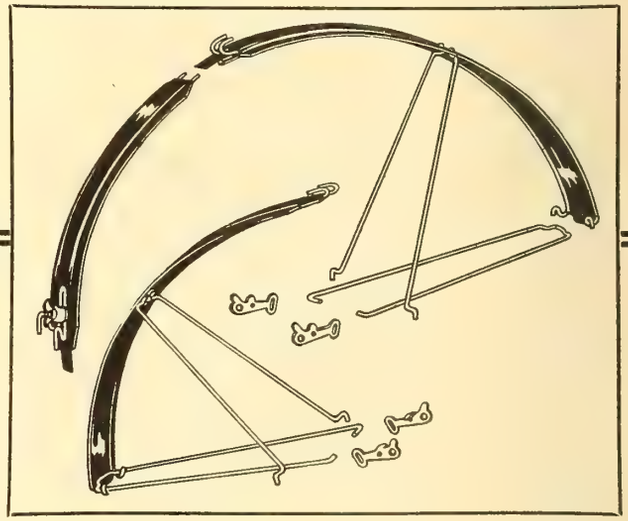
The riders who know the difference in quality—the riders who are particular, who want the best, always use SPLITDORF spark plugs and magnetos. They stand for superiority.

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Walton Ave. and 138th St.

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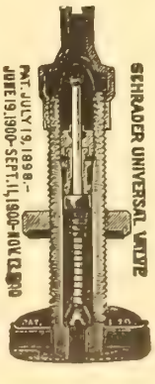
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(Trade Mark, registered April 30, 1895.)



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In order to facilitate the obtaining of

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we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.





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Manufactured by

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Established 1844.

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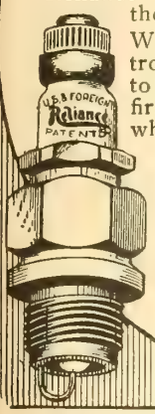
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In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.



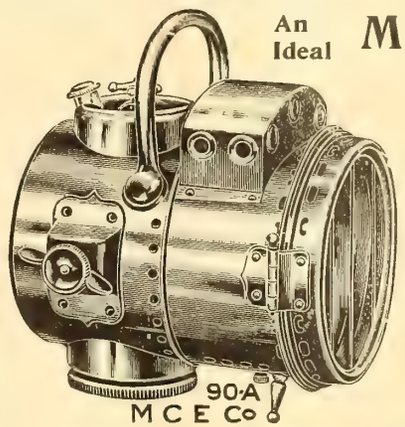
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A "Close Coupled" Searchlight and Generator.

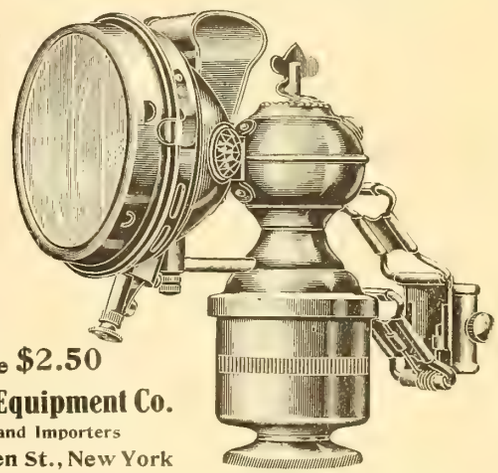
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Size 4 x 5 inches
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Diamond
MOTORCYCLE TIRES

are the Strongest, Safest, Best. Corrugated tread and studded tread.

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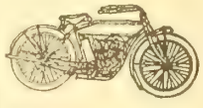
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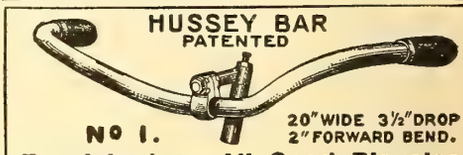
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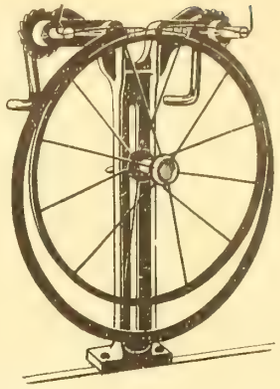
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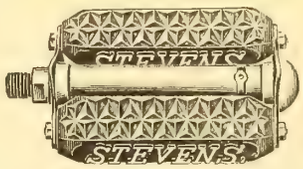
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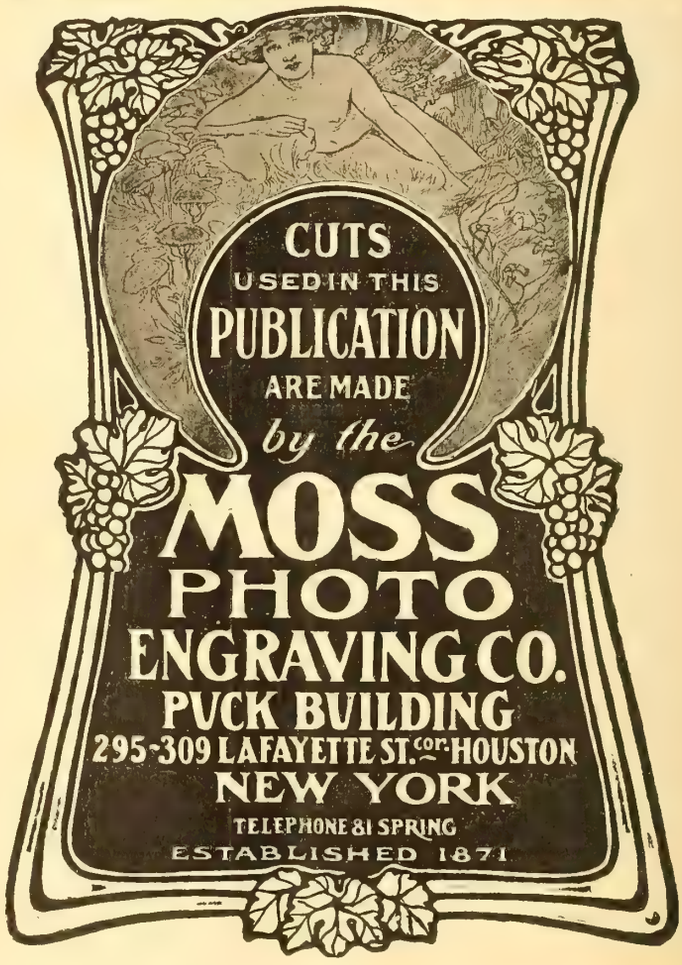


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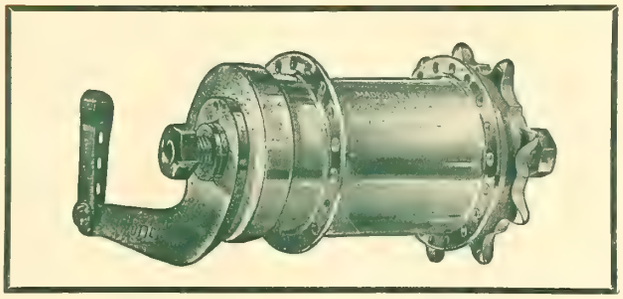
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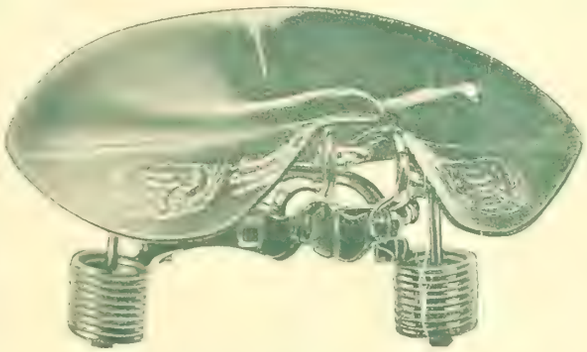
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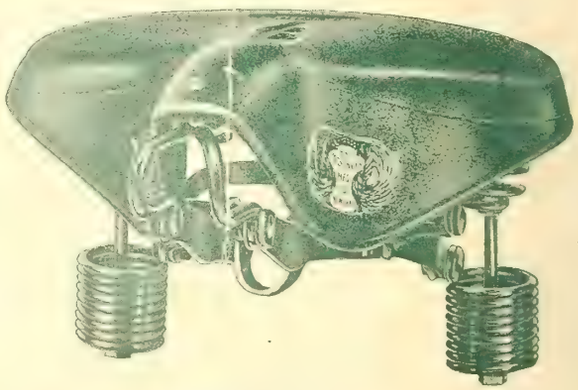
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